



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

MEETING NOTICE

NOTE CHANGE IN TIME

TDA ARTICLE 3 COMMITTEE

AGENDA

1:15 pm

1.0 FY 06/07 TDA Article 3 Program * (Page I)

Information/Discussion

The committee is requested to review and approve the TDA Article 3 programming schedule and fund estimate. The TDA Article 3 programming schedule is included in the attached material. The fund estimate will be available at the meeting.

Tuesday, February 7, 2006 1:30 p.m.
CMA Offices – Board Room
1333 Broadway, Suite 220
Oakland, CA 94612
(See map on reverse side)

Chairperson: Dennis R. Fay
Staff Liaison: Frank R. Furger
Secretary: Claudia Magadan

AGENDA

Copies of individual Agenda Items are available on the CMA's Website

1.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

2.0 CONSENT CALENDAR (+) Acceptance

1:30 p.m.

2.1 Minutes of January 3, 2005* (page 1)

Action

2.2 Deputy Directors' Report* (page 5)

Information

3.0 ACTION ITEMS

3.1 Federal STP/CMAQ Funds: Cycle 3 Projects* (page 11)

Discussion/Action

The ACTAC is requested to review and approve the final program of projects for the Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) program projects.

3.2 Federal STP/CMAQ Program: At Risk Report* (page 15)

Discussion/Action

ACTAC is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the STP/CMAQ Program.

**3.3 State Transportation Improvement Program:
Quarterly At Risk Report* (page 21)**

Discussion/Action

ACTAC is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the State Transportation Improvement Program.

**3.4 2006 State Transportation Improvement Program (STIP):
Final Program of Projects* (page 27)**

Discussion/Action

The ACTAC is requested to review and approve the adjustments to the 2006 STIP Program since the CMA Board approval of the program on November 18, 2005.

3.5 City of Piedmont Request: Funding for Grand Ave Signal Project* (page 31) Discussion/Action

The City of Piedmont is 95% complete with the design of the signalization project at the intersection of Grand Ave/Rose Ave/Arroyo Ave. The total project cost is \$287,500. Piedmont is requesting assistance from the CMA in bridging the funding gap of approximately \$221,700. ACTAC is requested to take action on this request. Staff will present a recommendation at the February 3rd ACTAC meeting.

4.0 NON-ACTION ITEMS

**4.1 CMA Exchange Program:
Preliminary Quarterly Status Report* (page 33)**

Information/Discussion

Attached is a listing of the locally sponsored CMA Exchange projects segregated by sponsor. ACTAC is requested to review and confirm the project specific information included in the report. Updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team. Project sponsors are requested to provide documentation related to the status of the projects on the report by Friday, February 17th. This information will be the basis of the CMA Exchange Projects Quarterly Status Report brought to the committees and the Board in March, 2006.

**4.2 Quarterly Update for the Land Use Analysis Program Element of the
Congestion Management Program* (page 35)**

Information/Discussion

The attached listing of projects is for the purpose of the quarterly update for the Land Use Analysis Program element of the Congestion Management Program (CMP). The adopted CMP requires that the Land Use Analysis Program be carried out as part of the annual conformity process. The quarterly update of the Land Use Analysis Program Tier 1 requirements helps us ensure that the jurisdictions are in conformance. ACTAC is requested to review the attached spreadsheet and 1) Make sure that all of your projects are included, 2) If any project is complete inform us to change the status, 3) Confirm that the information presented is accurate. The deadline for input to CMA is February 28, 2006.

**4.3 Coordinated Programming for Bicycle and Pedestrian
Oriented Fund Sources Information* (page 41)**

Information/Discussion

The ACTAC is requested to review and comment on the issues associated with the coordination of ACTIA Measure B Discretionary, Regional Bike/Pedestrian, and TFCA Exchange funds.

**4.4 MTC Revised Regional Project Funding Delivery Policy
For SAFTEA STP and CMAQ funds MTC Resolution 3606 Revised
(page 43)**

Information/Discussion

Project managers at sponsoring agencies and ACTAC representatives are encouraged to review the attached packet from MTC regarding revisions to the Regional Project Funding Delivery Policy (MTC Reso. 3606) that are being considered at the February 1, 2006 Finance Working Group meeting.

4.5 State Budget/Bond Information* (page 59)

Information

The attached report includes information regarding the various bond issues under discussion and proposals for the 2006/07 budget at the state level.

4.6 Lifeline Transportation Program (LTP)* (page 65)

Information

The Call for Projects for the Lifeline Transportation Program will be issued March 1, 2006. The three-year, approximately \$4.9 million program budget includes approximately \$1.1 million in Congestion Mitigation Air Quality Improvement (CMAQ) funds and \$2 in State Transit Assistance (STA) funds, and an estimated \$1.8 million from the Job Access and Reverse Commute (JARC) funds. The purpose of the Lifeline Transportation Program (LTP) is to fund projects that result in improved mobility for low-income residents. An Alameda County/Contra Costa County/MTC pre-proposal workshop will be held at MTC on February 14th at 9:30. A flyer is attached. The program schedule has been adjusted to allow time for the committees and Board to review the draft program of projects in June 2006. Funds are expected to be available in December 2006. As requested, attached are sample projects that may be eligible for the program and program fund requirements.

5.0 LEGISLATION ITEMS

6.0 OTHER BUSINESS/ADJOURNMENT

6.1 Reschedule July ACTAC Meeting

Discussion/Action

The ACTAC is scheduled to fall on July 4th this year. Alternative dates for the July ACTAC meeting are: Monday, July 3, 2006, or Wednesday, July 5, 2006. ACTAC is requested to reschedule the meeting.

NEXT MEETING: March 7, 2005 CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

(#) All items on the agenda are subject to action and/or change by ACTAC.

(+) At the meeting CMA staff will not review the contents of written communications included in the Consent Calendar. Acceptance of the Consent Calendar implies understanding of its contents and approval of items, as appropriate. You are encouraged to read the materials in advance of the meeting.

* Attachments enclosed.

** Materials will be available at the meeting.

✓ Materials are enclosed as a separate attachment to the agenda.

PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND.

MEMORANDUM

DATE: February 1, 2006

TO: Planning Areas I, II, III, and IV

FROM: Ruben Izon, Alameda County Public Works, Transportation Engineering

SUBJECT: FY 2006-2007 TDA Article 3 Pedestrian and Bicycle Program

The Fiscal Year 2006-2007 TDA Article 3 Pedestrian and Bicycle Program funding allocation for Alameda County is \$1,575,582 as indicated in the attachment.. Attached is a spreadsheet (Exhibit A) showing the distribution of the FY 2006-2007, TDA Article 3 funding among planning areas.

To facilitate the submission of the required project application documents to MTC for the FY 2006-2007, we are proposing the following timeline.

March 3, 2006	Submit proposed project title, project description and TDA Article 3 request via e-mail to Alameda County Public Works (Ruben Izon, e-mail:rubeni@acpwa.org), ACCMA (Matt Todd, e-mail:mtodd@accma.ca.gov), and MTC (Marc Roddin, e-mail:mroddin@mtc.ca.gov).
April 4, 2006	TDA Committee's concurrence with the proposed projects and funding allocations for FY 2006-2007 program.
May 19, 2006	Project application due to MTC (Marc Roddin), at 101 Eight Street, Oakland, CA 94607 (application, location map, City Council Resolution including the Attachment A (specific findings), and CEQA approval) with copies to Alameda County Public Works (Ruben Izon), at 399 Elmhurst Street, Hayward, CA 94544.
July 11, 2006	Alameda County's Board of Supervisors Resolution approval of the proposed projects and funding allocations for FY 2006-2007 program.

For those who have not completed their audit requirements from previous fiscal years, please submit them to MTC as soon as possible.

Attachment

cc: Matt Todd, Congestion Management Agency (CMA)
Marc Roddin, Metropolitan Transportation Commission (MTC)

Exhibit A

FY 2006-2007 TDA Article 3 Funding for Alameda County

(Preliminary Estimate)

Agency	Population *	PA	Population	% Population	% share of funds
County	139,397				15.00%
Alameda	74,581				\$73,008
Albany	16,743				\$16,390
Berkeley	104,534				\$102,329
Emeryville	8,261				\$8,087
Oakland	412,318				\$403,621
Piedmont	11,055				\$10,822
		PA1	627,492	45.87%	38.99% \$614,256
Hayward	146,027				\$142,947
San Leandro	81,442				\$79,724
		PA2	227,469	16.63%	14.13% \$222,671
Fremont	210,445				\$206,006
Newark	43,708				\$42,786
Union City	70,685				\$69,194
		PA3	324,838	23.74%	20.18% \$317,986
Dublin	39,931				\$39,089
Livermore	80,723				\$79,020
Pleasanton	<u>67,650</u>				\$66,223
		PA4	<u>188,304</u>	<u>13.76%</u>	11.70% \$184,332
	1,507,500		1,368,103	100.00%	100.00%

* Population estimates from Dept. of Finance (1/1/05)

Prel. Fund Estimate

\$2,069,919

-\$176,636 (1)

co 15%

\$236,337

-\$48,844 (2)

pa1

\$614,256

-\$208,581 (3)

pa2

\$222,671

-\$20,354 (4)

pa3

\$317,986

-\$22,948 (5)

pa4

\$184,332

-\$16,974 (6)

total

\$1,575,582

Remainder

\$1,575,582

Original Funding Date

(1) City of Oakland has requested to reallocate \$176,636

FY 02/03

(2) City of Berkeley has requested to reprogram \$48,844

FY 05/06

(3) City of Alameda has requested to reprogram \$208,581 (\$62,403 + 43,529 + 46,029 + 56,620)

FY 02/03;03/04;04/05;05/06

(4) City of Emeryville has requested to reprogram \$20,354 (\$5,653 + \$4,259 + \$4,640 + 5,802)

FY 02/03;03/04;04/05;05/06

(5) City of Albany has requested to reprogram \$22,948 (10,324 + 12,624)

FY 04/05;05/06

(6) City of Pleasanton has requested to reprogram \$16,974

FY 05/06

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF JANUARY 3, 2006
OAKLAND, CA

1.0 PUBLIC COMMENT

There was no public comment.

2.0 CONSENT CALENDAR

2.1 Minutes of December 6, 2005

2.2 Deputy Directors' Report

A motion was made by Carmichael-Hart to approve the consent calendar; Nichols made a second. The motion passed unanimously.

3.0 FUNDING PROGRAM AND PROJECT DELIVERY CMP/CWTP/RTP ACTION ITEMS

3.1 TFCA Program: Quarterly at Risk Report

Annie Young of the Project Delivery Management Group requested ACTAC to review and approve the Quarterly At Risk report for local projects programmed in the TFCA Program. A motion was made by Carmichael-Hart to approve the Quarterly At Risk Report; a second was made by Nichols. The motion passed unanimously.

3.2 Federal STP/CMAQ Program:

Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) Program

Todd requested ACTAC to review and approve the draft program of projects for the Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) program projects. Dave Campbell of the East Bay Bike Coalition thanked the ACTAC Committee for considering and including Bike/Ped Improvements on the local streets and roads projects. A motion was made by O'Hare to approve the draft list of programs for these projects; a second was made by Carmichael-Hart. The motion passed unanimously.

3.3 Transportation for Livable Communities (TLC)

Stark requested ACTAC to recommend that the Plans and Programs Committee approve the final Transportation for Livable Community (TLC) program of projects for five Transit Oriented Development (TOD) projects: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, and Union City. The total project budget is \$7.032 million from Transportation Enhancement (TE) funds. Since the program's Transportation Enhancement (TE) funds will be programmed into the 2006 STIP, the recommended projects will be submitted to MTC in January for inclusion into the 2006 STIP. A motion was made by Carmichael-Hart to approve this item; a second was made by O'Hare. The motion passed unanimously.

3.4 Lifeline Transportation Program (LTP)

Stark requested ACTAC to: 1) approve Alameda County's Lifeline criteria, 2) approve recommendation of weighting of Lifeline criteria, and 3) approve minimum and maximum grant amounts. Stark also informed ACTAC that she will be sending out a Call for Projects on March 1st with an informational workshop preceding the release of the Call for Projects to explain the program. There will be another workshop after the Call for Projects is released to screen the applications. Stark informed ACTAC that the project submittals are due April 28th. A draft list will be brought to the Committees and the board in May and a recommended list will be brought to them in June. A motion was made by Odumade to approve these items; a second was made by O'Hare. The motion passed unanimously.

4.0 NON-ACTION ITEMS

4.1 State Transportation Improvement Program (STIP) Program: Timely Use of Funds Report

James O'Brien of Advance Project Delivery informed ACTAC of the listing of the locally sponsored STIP projects segregated by sponsor. O'Brien requested ACTAC to review and confirm the project specific information included in the report. O'Brien asked that updates to the project information be faxed to the ACCMA to the attention of the project monitoring team. He stated that project sponsors are requested to provide documentation related to the status of the required activities shown on the report by January 13, 2006. The information will be the basis of the At Risk Report brought to the committees and the Board in February, 2006. The item was for information only.

4.2 Federal STP/CMAQ Program: Timely Use of Funds Report

James O'Brien of Advance Project Delivery informed ACTAC of the listing of the locally sponsored STP/CMAQ projects segregated by sponsor. O'Brien requested ACTAC to review and confirm the project specific information included in the report. O'Brien stated that the updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by January 13, 2006. This information will be the basis of the At Risk Report brought to the committees and the Board in February, 2006. This item was for information only.

4.3 2006 State Transportation Improvement Program (STIP): 2006 Program of Projects

Todd informed ACTAC that the CMA Board approved the 2006 STIP at their November meeting. There were no questions regarding this item. This item was for information only.

5.0 LEGISLATION ITEMS

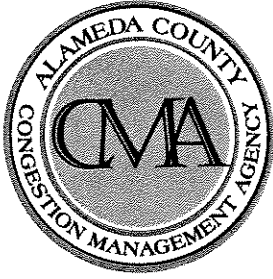
Fay handed out informational literature regarding the Policy Principals for Infrastructure Bond from the California Alliance for Jobs.

6.0 OTHER BUSINESS/ADJOURNMENT

NEXT MEETING: - February 7, 2006, CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

Attest By:


Claudia Magadan, Secretary



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Alameda County Technical Advisory Committee
January 03, 2006
Roster Meeting Attendance
CMA Boardroom, Oakland, California

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Claudia Magadan	ACCMA STAFF	(510) 836-2560 x36	CMAGADAN@ACCMA.CA.GOV
2. Rory Carmichael-Hart	Hayward	(510) 583-4781	rory.carmichael-hart@hayward-ca.gov
3. SOREN FAYEON	NEWARK	510-790-7286	soren.fayeon@newark.org
4. Matt Nichols	Berkeley	510-981-7068	mnichols@ci.berkeley.ca.us
5. Tina Spencer	AC Transit	510.891.4754	tspencer@actransit.org
6. CHERRY CHAICHARN	ALBANY	910.928.5759	cchaicharn@albanyca.org
7. CYRUS MINOOFAR	ACCMA	(510) 836-2560 x14	Cminoofar@accma.ca.gov
8. SARADANA SUTHANTHIRA	"	"	x24
9. Diane Stark	"	"	x13
10. Steve Hart	"	"	
11. Dennis Fay	"	"	
12. Matt Todd	"	"	
13. James O'Brien	ACCMA Project Monitoring	x23	james@advneepdi.com
14. Annie Young	ACCMA Project Monitoring	(510) 836-2560	projectmonitoring3@accma.gov
15. Valerie Knepper	MILPITAS	510 817-5824	VKnepper@mta.ca.gov
16. Ruben IZON	Alameda Co	510 670.6470	rubeni@copub.org
17. MAHENDRA PATEL	City of Livermore	925-960-4552	MPATEL@ci.livermore.ca.us
18. Joanne Parker	BART	510-287-4795	jparker@bart.gov
19. Anna O'Neil	Oakland PWA	510-238-6613	ahann@oakland.net
20. Chenxia Li	AC Transit	510-891-4855	CLi@actransit.org
21. Clay Wiggin	LAUREL	925.455.7561	clawiggin@laurel.org

27. _____
28. Mike Tassano Pleasanton 925 931-5670 mtassano@ci.pleasanton.ca.us
29. JACKI TAYLOR ACCMA Project Monitoring (510) 836-2560 ProjectMonitoring2@ACCMA.CA.GOV
30. Ray Kuzbari Dublin 925 833-6634 ray.kuzbari@ci.dublin.ca.us
31. Jan Ogren ACTIA 510-267-6108 jogren@actia2022.ca
32. Robert Roberson EBBC 510 530 3444 robertroberson@ebbc.org
33. Dave Campbell EBBC 510 701-3971 dcampbel@lmi.net
34. John MCKENZIE CT OS&RP 570 286-5556 john.mckenzie@dot.ca.gov
35. Kunle Odumade Fremont 510-494-4746 Kodumade@ci.fremont.ca.us
36. Barbara Hawkins City of Alameda 510-744-5863 Bthawkins@ci.alameda.ca.us
37. _____
38. _____
39. _____
40. _____
41. _____
42. _____
43. _____
44. _____
45. _____
47. _____
48. _____
49. _____
50. _____
51. _____
52. _____
53. _____
54. _____
55. _____
56. _____
57. _____
58. _____



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

February 7, 2006
Agenda Item 2.2

Memorandum

Date: February 1, 2006
To: ACTAC
From: Jean Hart, Deputy Director
Frank Furger, Deputy Director
Subject: Deputy Director's Report

Countywide Bicycle Plan Update – At the January meeting, ACTAC discusses bicycle access to transit hubs, a recommended financially constrained bicycle network, and revenue estimates. Comments on the proposed financially constrained network are being incorporated as well as some modifications to the network. The next Bicycle Plan Update Workshop will be held on March 7th at 11:30 a.m. before the ACTAC meeting. At this meeting, the group will discuss the financially constrained network and high priority projects.

MTC's Lifeline Transportation Program – CMA staff is working with ACTIA to develop a program to jointly administer the Lifeline Transportation Program. The Call for Projects date will be in March 2006. The Call for Projects and Application process is being reviewed by ACTAC in January and the Administration and Legislation Committee and Board in February.

I-880 Corridor System Management Study – Caltrans' consultants presented the preliminary findings of the study in terms of congested bottlenecks and potential causes of congestion along with a draft list of projects that will be used for performance evaluation to the CMA Board on January 23, 2006. The next steps are to identify complete corridor improvements and develop priorities and a sequencing plan using the microsimulation model.

North I-880 Operations and Safety Project – The expenditure plan for Regional Measure 2 included funding for projects identified in the North I-880 Study. A meeting with the general public was held in mid January to review the project and design concept. The concept was accepted with overall support.

San Pablo Rapid Bus Stop Improvements - The scope, schedule and implementation plan for completing the improvements to support the Rapid service have been approved by the policy committee. The CMA will be taking the lead in implementing approximately \$2.2 million in improvements funded through AC Transit and Measure B. The design of the improvements has started under the project name "San Pablo Rapid Bus Stop Improvements". The construction is expected to start in fall of 2006 and would be completed by March of 2007.

SMART Corridors Program - - The CMA Board and West Contra Costa County Transportation Advisory Committee (WCCTAC) as well as the participating agencies have adopted the plan for the Operations and Management of the current system. AC Transit, Planning areas 1, 2, and 3 are providing their share of the funding plan for the Operations, Maintenance, and Management (O&M) of the system. Discussions continue with other partners on their contributions. A possible long term funding solution was lost with the Governor's veto of AB 1623 (Klehs). Staff will present a recommendation in the near future to preserve the investments previously made, being deployed, and proposed. A Request for Proposal for maintenance contract to assist the project stakeholders in maintaining field equipment has been issued with proposals due on January 9, 2006. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. CMA is working with emergency service providers on new incident management projects that have been funded with new grants and federal earmarks

Rapid Bus Corridor on International/Broadway/Telegraph - CMA staff is coordinating with AC Transit, the cities of Berkeley, Oakland, San Leandro, and Caltrans on the implementation of this new Rapid Bus Corridor. This Corridor starts at the Bay Fair BART station, in the City of San Leandro and includes portions of E. 14th/International Boulevard, Broadway, and Telegraph in the Cities of Oakland, and Berkeley. The length of this corridor is about 18 miles and is heavily used by transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement Measure B funds provided to AC Transit by ACTIA as well as RM2 funds from MTC. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. CMA is administering multiple procurement and construction contracts that are running concurrently to meet the aggressive schedule. Construction on Broadway is 90% complete. Construction for the Telegraph Avenue segment is about 35% complete. Construction on the E 14th/International segment is 20% complete. All contracts for the agency-furnished equipment have been executed and equipment is being delivered to the contractors. AC Transit has requested assistance from the CMA on construction of 20th Street/Uptown transit improvements as well as for the design and installation of additional Closed Circuit TV (CCTV) cameras at the end of all Rapid Bus lines as supplemental work. Most of this added work is scheduled to be complete by June 26, 2006. The 20th Street/Uptown project is likely to be completed after June 2006. The bids were received on January 19, 2006, and the award is expected in March 2006 to allow AC Transit time to obtain an encroachment permit from the City of Oakland for canopies. The construction schedule is likely to extend beyond June.

Grand/MacArthur Corridor Transit Enhancements: CMA and AC Transit are the joint sponsors of the Regional Express Bus Program that is funded by Regional Measure 2. The work is being coordinated with the City of Oakland and Caltrans. A component of this project is the transit enhancements along the Grand/MacArthur Corridor starting at 106th Avenue and ending at Maritime for the Bay Bridge access. This project includes a Transit Operations Analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM2 funds, the Air District recently approved a TFCA grant application that was jointly submitted by CMA and AC Transit that includes \$205,000 for the installation of Transit Signal Priority components in the corridor. DKS Associates, the consultant for this project has conducted traffic engineering, transit, and system engineering analysis for this corridor, and would start the design activity based on options selected by project partners. CMA has completed a community outreach effort which took input from the City Council districts, and will do outreach with community groups and property owners that may benefit from or be impacted by the proposed improvements. The construction is expected to start in mid 2006.

Route 84 HOV – Dumbarton Corridor – In October 2004, MTC allocated \$2 million in RM2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. The CMA is coordinating development of this project with Caltrans.

I-680 Southbound HOV Lane Project – The CMA is partnering with Caltrans in the design of this project with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the SMART Lane components. Construction is scheduled to begin in 2006 subject to the availability of funds in the STIP.

I-680 HOV Lane Project – Soundwall Construction – The contract is substantially complete with only a few minor punch list items required to be completed. The project completion was delayed to January 2006. The project was completed after the contract period and will include liquidated damages. The project is one of the components of the overall I-680 corridor improvements. Work along the overall corridor included excavation, grading, constructing shoring walls, constructing pile cap, constructing retaining walls and installing masonry block.

I-680 SMART Carpool Lane project – The Categorical Exclusion was signed by FHWA. The Joint Powers Agreement has been approved by all three participating agencies. The Joint Powers Authority (formerly the Policy Advisory Committee) met for the first time in January. Mayor Wasserman was elected Chairman and Supervisor Haggerty was elected Vice-Chair. Work continued on refining the revenue estimates, project costs and project funding. The preliminary engineering is nearing completion.

Dumbarton Corridor – The consultants completed Phase 1 of the EIR/EIS process, focusing on alternatives analysis. Phase 2, which will analyze a limited number of rail

alternative and bus alternatives, will be complete June 2006. The Dumbarton Transit-Oriented Development Corridor Working Group met on December 14th to compare development plans at existing and future station sites along the corridor and determined that current, approved plans indicate that the corridor meets the minimum development requirements to comply with Resolution 3434

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor – SVRTC) – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which includes modifications to the original project such as structural engineering options that provide cost saving options along the alignment, will began this past summer. The EIS and Supplemental EIR are expected to be complete in 2006.

I-580 HOV Lane Project – Phase 1 of the project will provide an interim eastbound HOV lane to commuters on I-580 between Hacienda Drive in Pleasanton and Greenville Road in Livermore. All comments on the administrative draft environmental document have been received from Caltrans. The consultants will respond to the comments and make changes to the draft document as appropriate. Preliminary engineering and at-risk design are progressing concurrently. The 35% PS&E submittal was completed; a 65% submittal is anticipated in February, with completion of the preliminary design scheduled in spring 2006. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the Phase 1 project. As a part of this project, the CMA is also preparing a Traffic Management Plan (TMP), including Traffic Operations Systems (TOS) and Intelligent Transportation Systems (ITS) elements, for implementation in the Tri-Valley area. This TMP work provides a foundation for bringing the Tri-Valley jurisdictions into the CMA's SMART Corridor Program.

I-580/I-680 Interchange Modifications – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. The traffic modeling assumptions to be used are being reviewed by Caltrans and FHWA. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant support services team as necessary to maintain an expedited delivery schedule. The PSR will evaluate options to address key commute movements currently experiencing significant congestion and will identify alternatives for further evaluation, including feasible options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will also be used in evaluating the ultimate improvements required for the I-580 corridor. The PSR is anticipated to be completed in late 2006. This project is being developed as an element of the RM2 I-580 Corridor Project.

Ardenwood Park & Ride Lot Project – This project will acquire a site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. The expansion is expected to provide over 100 new parking stalls for commuters. The project is funded solely by Regional Measure 2 (RM2). The CMA is co-sponsoring this project with AC Transit, and the CMA is taking

the lead as the implementing agency. The environmental document for this project was approved in late 2005. An RFP for design services was issued in December, and the CMA is anticipating selection of a consultant in February. Right of way acquisition activities will continue concurrently.

Tri-Valley Triangle Analysis – The TAC continues to meet on the assumptions for the CORSIM operations model. The alternatives will be evaluated using qualitative and quantitative data.

Berkeley/Oakland/San Leandro BRT – The Draft EIS/EIR is expected to be complete early 2006.

Transportation and Land Use Program – The CMA Board approved a scope and budget for establishing a Transit Oriented Development (TOD) technical consultant pool and a TOD project fund monitoring program. Both programs will be initiated winter 2005-2006. Seven applications were received and have been screened and evaluated for the local Transportation for Livable Communities (TLC) funds. A recommended list of projects and budgets will be sent to MTC in January 2006 for inclusion in the 2006 STIP.

Community Based Transportation Plan: West Oakland – The consultant prepared three draft deliverables: community outreach plan, planning process and existing transportation conditions, and has met with the West Oakland PAC and their Transportation and Trees and Outreach Committee. Six W. Oakland high school interns were hired to help with community outreach.

Guaranteed Ride Home Program – The program was initiated in April 1998. One hundred and thirty four employers and 3,741 employees are registered in the program, and 1,000 rides have been taken, including 45 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$81.08. The average trip length is 39.14 miles. The average trip distance for a rental car ride is 84 miles and the cost per rental car used is \$55. Using the rental car saves \$77 for each average 65-mile trip.

Dynamic Ridesharing – Forty-two participants are currently registered in the program, an increase of 7 since the last ACTAC report. Since program inception (November 15th, 2005), 257 ridematch requests and 20 ridesharing matches have been made. In the last month (December 30th through January 30th), there have been 125 ridematch requests and 10 ridesharing matches. The focus of the project now will be on building volume and registering as many people as possible. The Task Force will meet to discuss this on February 1st, 2006 at 9:00 a.m.

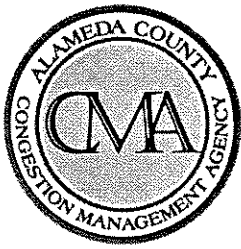
Transportation Fund for Clean Air – Vehicle Incentive Program – The Vehicle incentive program (VIP) is a grant that helps project sponsors acquire low emission, light-duty alternative fuel vehicles. Generally, public agencies located within the Bay Area Air Quality Management Air District, (Air District) jurisdiction can apply for VIP funds. Eligible vehicles include new vehicles that the following eligibility criteria:

- The vehicle must have a gross vehicle weight of 10,000 pounds or less.
- The vehicle must be powered by natural gas, propane, hydrogen, electricity, or hybrid electric motors or engines (Except for hybrid electrics, vehicles with the ability to run on gasoline or diesel fuel are not eligible.)
- The vehicle must be certified to the SULEV, PZEV, or ZEV emission standard by the California Air Resource Board.

Applications will be accepted beginning September 19, 2005. Incentives will be awarded on a first-come, first-served basis. Additional information on this grant is available at www.baaqmd.gov.

Countywide Travel Demand Model Update – For the Countywide Travel Demand Model Update, the existing and future networks have been finalized. The 2000, 2005, 2015, and 2030 reallocated land uses are being reviewed by the jurisdictions. The land uses are reallocated to the updated transportation analysis zones and are based on Projections 2005. Comments are due by March 3, 2006. The consultant continues to work on the travel demand model processes for application to Cube/Voyager software and for refinement of the regional models to provide more detail in Alameda County. Work also continues on the validation of the model by compiling survey data and creating calibration targets. February Task Force meeting has been cancelled. The next meeting will be held on March 1, 2006 at 9:00 a.m.

Pedestrian and Bicycle Facilities Technical Reference Guide for Planners and Engineers - Caltans has made available a July 2005 update of the Pedestrian and Bicycle Facilities Technical Reference Guide for Planners and Engineers online at the following address: www.dot.ca.gov/hq/traffops/survey/pedestrian/pedbike.htm . The report includes standards and innovative practices for the development of bike & pedestrian facilities.



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*February 7, 2006
Agenda Item 3.1*

DATE: January 30, 2006
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Matt Todd, Senior Transportation Engineer
RE: Federal STP/CMAQ Program
Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) Program

Action Requested

The ACTAC is requested to review and approve the final program of projects for the Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) program projects.

Next Steps

Any required resolutions/ counsel opinions will be due to the CMA by March 17, 2006.

Discussion

MTC has approved \$66 million in federal STP funds to be available for programming in the region for the Local Streets and Roads Rehabilitation Shortfall. Of these funds, \$9.09 million has been reserved for local streets and roads projects in Alameda County. At the October meeting, the CMA Board authorized staff to solicit projects for the local streets and roads funding. A call for projects was released and project applications were requested by November 30th.

The Third Cycle funds will be available to program in fiscal years 07/08 and 08/09. MTC has indicated that it will allow for the programming of "ready to go" LSR projects in fiscal year 06/07. Projects programmed in this year would need to request obligation by as early as March 1, 2007.

The schedule to program the funds is detailed below.

October 28, 2005:	Release of call for projects;
November 30, 2005:	Applications due to CMA;
January, 2006:	Draft Program;
February, 2006:	Final Program;
March 17, 2006:	Resolutions/Opinions Due to CMA.

Eligible Project Types

The overall programming guidelines used in the last LSR programming cycle of federal funds are intended to be applied to this programming cycle. This includes the eligibility of all federally eligible street/road on the Federal Functional Classification System rather than the more restrictive MTS system requirement. The projects programmed with these funds will be required to follow the MTC Regional Project Delivery Policy detailed in MTC Resolution 3606 (Resolution 3606 is anticipated to be revised in the near future, which could include revisions to the MTC delivery policy guidelines and deadlines). MTC will require a resolution and opinion of legal council from sponsoring agencies receiving federal funds, and projects receiving funds will be amended into the TIP. Other criteria that will need to be met include:

- Projects must be based on the analysis from an established PMS for the jurisdiction.
- A local match of 11.47% is required for STP funds.
- All projects should consider bicyclists, pedestrians, and persons with disabilities.
- Project must extend the service life of a facility for a minimum of 5 years.
- Only projects that are fully funded usable segments will be considered.

As staff has done in the last two LSR cycles, we have proposed an exchange component for the program to assist local agencies in delivery of LSR projects. The proposal includes \$1.4 million in LSR projects that will be delivered with non-federal funds. As with previous exchanges, the CMA TIP funds for the LSR projects will not be available until after the original federal funds are expended and reimbursed. The CMA TIP funds are anticipated to be available no earlier than FY 2007/2008. MTC staff is reviewing the proposed program and staff will provide information at the ACTAC meeting if any adjustments are requested.

Resolution/Opinion of Counsel

A sample resolution and opinion of counsel are included in the attached materials.

Bike/Pedestrian Components

During the last LSR programming cycle in mid 2005, information on the bicycle and pedestrian components of the proposed projects were collected. Dave Campbell of the East Bay Bicycle Coalition has requested that a survey of the bike and pedestrian projects that are constructed with the LSR program funds be performed. The LSR funding programmed to date has been in the 2005/06 and 2006/07 program year. Construction of these projects would likely occur in the summer/fall of 2006 and 2007. The Cycle 3 LSR program includes programming years of 2006/07 to 2008/09, with construction likely between the summer/fall of 2007 to 2009. CMA staff proposes to contact jurisdictions at the end of the construction season, starting with the 2006 construction season, and report back to ACTAC on the bicycle and pedestrian improvements that have been included in the previous years LSR construction projects.

Attachments

STP/CMAQ Programming:

STP Cycle 3 Local Streets and Roads

Final Program

Index	Sponsor	Project Title	STP Cycle 3 (\$9.09M)	Phase & F/Y Requested	Total Project Cost (\$ x 1,000)	Project Elements	Bicycle and Pedestrian Elements
			STP Requested (\$ x 1,000)				

PLANNING AREA 1

1	Berkeley	University Ave Reconstruction -6th St. to San Pablo Ave.	\$ 630	PSE 07/08 Con 08/09	\$ 960	Pavement rehabilitation, install of ADA ramps, and any necessary drainage improvements.	ADA compliant curb ramps.
2	Oakland	City of Oakland Street Resurfacing -27 street segments	\$ 2,486	Env 06/07 Con 07/08	\$ 3,353	Pavement rehabilitation, sidewalk, curb, gutter and curb ramp repairs.	Sidewalk and curb ramp repair. Bike lanes are being considered for two segments.
Totals:			\$ 3,116		\$ 4,313		

PLANNING AREA 2

3	Alameda County	Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.	\$ 841	PSE 07/08 Con 08/09	\$ 955	Pavement rehabilitation and drainage inlet modifications as needed.	Segment is a proposed Class III Bike Route.
4	Hayward	Arterial Pavement Rehabilitation -Portions of Huntwood Ave, Santa Clara St., and Whitman St.	\$ 880	Env 06/07 PSE 06/07 Con 07/08	\$ 999	Pavement rehabilitation, restriping, and detector loop replacement.	Rehab/restriping of existing bike facilities on all project streets.
5	San Leandro	Washington Ave Pavement Rehabilitation -San Lorenzo Creek to I-880 OC	\$ 491	Env 06/07 PSE 06/07 Con 07/08	\$ 555	Pavement rehabilitation of a major arterial.	Installation of signage for Class III Bike Route.
Totals:			\$ 2,212		\$ 2,509		

PLANNING AREA 3

6	Fremont	Street Overlay -Thirteen Street Segments	\$ 1,269	Con 06/07	\$ 3,712	Pavement rehabilitation and ADA curb ramps.	Install 2 new bike lanes, restripe 8 exist. bike lanes, and ADA curb ramps on all segments, as needed.
7	Fremont	Street Overlay -Thirteen Street Segments (STP Exchange)	\$ 1,581	Con 06/07			
8	Union City	Alvarado-Niles Pavement Rehabilitation -I-880 to Western Ave.	\$ 426	PSE 06/07 Con 07/08	\$ 482	Pavement rehab and traffic signal loop replacement.	Restriping & signage for existing bike lanes.
Totals:			\$ 3,276		\$ 4,194		

PLANNING AREA 4

9	Alameda County	See Project #3					
10	Livermore	Murrieta Blvd Pavement Rehabilitation -Fenton St to UPRR tracks -Jack London Blvd to Del Norte Dr.	\$ 486	Con 06/07	\$ 869	Pavement rehabilitation, ADA Curb ramps, and sidewalk repair along entire limits.	ADA Curb ramps, sidewalk repair, and new bike lanes btwn Fenton St. and Stanley Blvd.
Totals:			\$ 486		\$ 869		

STP/CMAQ Programming Totals:			\$ 9,090		\$ 11,885		
-------------------------------------	--	--	-----------------	--	------------------	--	--

CMA TIP Programming:
Local Streets and Roads
Final Program

Index	Sponsor	Project Title	CMATIP (\$1.423M)	Phase Requested	Total Project Cost (\$ x 1,000)	Project Elements	Bicycle and Pedestrian Elements
			CMATIP ¹ Requested (\$ x 1,000)				

PLANNING AREA 1

1	Alameda	Alameda City Street Resurfacing, Phases 26 & 27 -16 street segments	\$ 405	Con	\$ 2,500	Pavement rehabilitation on portions of 16 city streets.	Rehab of existing bike lanes for seven project streets.
2	Albany	Pierce St Rehabilitation -from Richmond/Albany border to approx. 1550 ft South	\$ 91	Con	\$ 433	Pavement rehab and curb ramp repair.	Curb ramps, and if further funding is identified, a Class I bike lane.
3	Emeryville	Park Ave Street Improvements Park Ave from Hollis St. to Hallick St.	\$ 45	Con	\$ 5,800	Pavement rehab and streetscape impls including undergrounding of utilities.	Sidewalk widening, bulb-outs, and limited truck access.
4	Piedmont	Highland Avenue Resurfacing -Park Way to Guilford Road	\$ 60	Con	\$ 96	Pavement rehabilitation.	
Totals:			\$ 601		\$ 8,829		

PLANNING AREA 2

Totals:			\$ -		\$ -		
----------------	--	--	-------------	--	-------------	--	--

PLANNING AREA 3

5	Newark	Pavement Overlay: Brittany Ave, Newark Blvd, & Spruce St.	\$ 238	Con	\$ 318	Pavement rehabilitation.	All necessary bike/ped facility restriping for all segments.
Totals:			\$ 238		\$ 318		

PLANNING AREA 4

6	Dublin	Annual Street Overlay Program: -Dublin Blvd from Sierra Court to Dublin Court -Dougherty Rd. from Amador Valley Blvd to Scarlett Dr.	\$ 217	Con	\$ 281	Pavement rehabilitation and restriping.	Install of approx. 100 ft of missing sidewalk.
7	Pleasanton	Annual Street Resurfacing for 2007 -Eight street segments	\$ 367	Con	\$ 1,561	Pavement rehabilitation.	Sidewalk and curb ramp repair.
Totals:			\$ 584		\$ 1,842		

CMA TIP Programming Totals:			\$ 1,423		\$ 10,989		
------------------------------------	--	--	-----------------	--	------------------	--	--

Notes:

¹ These CMA TIP funds are anticipated to be available no earlier than FFY 07/08.



January 30, 2006

ACTAC Agenda Item 3.2
Mtg Date: February 7, 2006

Frank R. Furger, Deputy Director
Alameda County Congestion Management Agency
1333 Broadway Suite 220
Oakland, CA 94612

**Subject: Quarterly Project Monitoring Report
Federally funded – Locally Sponsored Projects – Alameda County
Draft At Risk Report – January 2006**

Dear Mr. Furger:

Enclosed is the Draft Federal At Risk Report dated January 2006. The Report is intended to identify activities required to comply with the project delivery requirements set forth in MTC's Resolution 3606 related to projects funded with STP and CMAQ funds. There are 23 locally sponsored federally funded projects segregated by "zone." Red zone projects are considered at a relatively high risk of non-compliance with the provisions of Resolution 3606. Yellow zone projects are considered at moderate risk, and green zone at low risk. The criteria for determining the project zone are listed on a separate page following the zone tables. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The risk zone associated with each risk factor is indicated in the tables. Projects with multiple risk factors are listed in the zone of higher risk. Attachment A provides details related to the deadlines associated with each of the Required Activities used to determine which zone of risk a project is assigned to. The deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

The information presented in the report is based on the information made available to the project monitoring team. This information stems from the project sponsors as well as other funding agencies such as MTC and Caltrans Local Assistance.

If you have any questions regarding the enclosed report, please contact me.

Sincerely,
ADVANCE PROJECT DELIVERY INC.

James P. O'Brien
Enc.

1333 Broadway, Suite 220-A
Tel (510) 836-2560 Ext 20

Oakland, CA 94612

Fax (415) 836-2185

PAGE 15

Red Zone Projects

Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)					Req'd By			
1	ALA050021	Ala. County	East Ave Rehab (Windfeldt Rd. to E St.)							
	STP	\$505	CON	05/06	Sub Req for Auth	4/1/06	R			Y
	STP	\$27	PSE	04/05	Encumber Funds	6/30/06	G	E-76 effective 2/28/05		G
2	ALA050052	Ala. County	East Castro Valley Blvd/ Dublin Canyon Rd.							
	STP	\$44	PSE	05/06	Sub Req for Auth	4/1/06	R	Field Rev req'd 11/21/05		R
	STP	\$572	CON	05/06	Sub Req for Auth	4/1/06	R			Y
3	ALA050053	Berkeley	Piedmont Ave Reconstruction							
	STP	\$209	CON	05/06	Sub Req for Auth	4/1/06	R	Field Rev req'd 11/9/05		Y
4	ALA050022	Fremont	Rehab on Various Sts							
	STP	\$1,753	CON	05/06	Sub Req for Auth	4/1/06	R			Y
5	ALA050057	Fremont	3 St. Segments -Overlay							
	STP	\$419	CON	05/06	Sub Req for Auth	4/1/06	R	sub-project of ALA050022		Y
6	ALA050025	Hayward	Hesperian Blvd Rehab							
	STP	\$8	ENV	05/06	Obligate Funds	6/30/06	R	Req Submit'd 12/12/05		R
	STP	\$16	PSE	05/06	Obligate Funds	6/30/06	R	Req Submit'd 12/12/05		R
	STP	\$697	CON	05/06	Sub Req for Auth	4/1/06	R			Y
7	ALA050056	Hayward	West A Street Rehab							
	STP	\$5	ENV	05/06	Obligate Funds	6/30/06	R	Req Submit'd 12/12/05		R
	STP	\$8	PSE	05/06	Obligate Funds	6/30/06	R	Req Submit'd 12/12/05		R
	STP	\$109	CON	05/06	Sub Req for Auth	4/1/06	R			Y
8	ALA050054	Livermore	East Ave Rehab (Hillcrest to Loyola)							
	STP	\$158	CON	05/06	Sub Req for Auth	4/1/06	R	Field Review 9/27/05		Y
9	ALA050024	Livermore	South Vasco Rd Rehab							
	STP	\$300	CON	05/06	Sub Req for Auth	4/1/06	R			Y
10	ALA010021	Oakland	City of Oakland Street Resurfacing Program							
	STP	\$825	CON	05/06	Sub Req for Auth	4/1/06	R	Field Rev req'd 12/31/05		Y
11	ALA050023	Oakland	Rehab on Various Sts							
	STP	\$499	CON	05/06	Sub Req for Auth	4/1/06	R	Field review 9/8/05		Y
	STP	\$1,074	CON	06/07	Sub Req for Auth	4/1/07	G			G
12	ALA050028	Oakland	Chinatown Ped Imps							
	CMAQ	\$1,282	CON	05/06	Sub Req for Auth	4/1/06	R			Y
	CMAQ	\$267	ENV	04/05	Encumber Funds	6/30/06	G	\$267k oblig. 5/17/05		G
	CMAQ	\$651	CON	06/07	Sub Req for Auth	4/1/07	G			G
13	ALA050039	Oakland	MacArthur Transit Hub Improvement Project							
	CMAQ	\$200	PSE	05/06	Sub Req for Auth	4/1/06	R	Field review 10/6/05		Y
	CMAQ	\$681	CON	06/07	Sub ENV package	6/30/06	NA			NA
					Sub Req for Auth	4/1/07	G			G
14	ALA050058	Pleasanton	West Las Positas Blvd Resurfacing							
	STP	\$135	CON	05/06	Req Project Field Rev	1/27/06	R	Funds being reprogram'd		R
								TIP amendment pending		
					Sub Req for Auth	4/1/06	R			Y
15	ALA050026	San Leandro	Washington Ave Rehab							
	STP	\$445	CON	05/06	Sub Req for Auth	4/1/06	R			Y
	STP	\$30	PSE	04/05	Encumber Funds	6/30/06	G	E-76 effective 2/24/05		G

Red Zone Projects -continued on next page

Red Zone Projects -continued from previous page

16	ALA050055	San Leandro	Floresta Blvd Street Rehab							
	STP	\$185	CON	05/06	Sub Req for Auth	4/1/06	R	Field review req'd 8/05	Y	
17	ALA990015	Union City	UC Intermodal Station							
	CMAQ	\$1,124	CON	05/06	Sub Req for Auth	4/1/06	R	TLC \$ -in process of transferring to FTA	Y	

Yellow Zone Projects

There are no Yellow Zone projects this report

Green Zone Projects

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev	Zone
		(\$x 1,000)				Req'd By				
18	ALA010063	AC Transit	Aquire 416 Bus Catalyst Devices							
	CMAQ	\$68	CON	04/05	Award into FTA Grant	6/30/06	G	\$68k obligated 4/28/05	G	
19	ALA030002	Ala. County	Vasco Road Safety Imps. Phase 1							
	STP	\$3,900	ROW	04/05	Encumber Funds	6/30/06	G	E-76 effective 6/29/05	G	
20	ALA050020	Berkeley	Gilman Street Rehab							
	STP	\$705	CON	06/07	Sub Req for Auth	4/1/07	G	ENV submittal 9/20/05	G	
21	ALA990078	Berkeley	San Pablo Ave. Corridor Bicycle Path							
	CMAQ	\$1,034	ROW	06/07	Sub Req for Auth	4/1/07	G	ENV submittal 3/15/00	G	
22	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices							
	CMAQ	\$175	CON	04/05	Award into FTA Grant	6/30/06	G	\$175k obligated 5/20/05 transfer letter sent to FTA	G	
23	ALA030017	LAVTA	Exp. Bus -Route 70 & Subscript. Routes							
	CMAQ	\$89	CON	04/05	Award into FTA Grant	6/30/06	G	\$89k obligated 4/28/05	G	

Appendix A -Definitions of Required Activities

Project sponsors should note that Resolution 3606 is currently in the process of being amended. Following the adoption of the amended Resolution, anticipated to occur in early 2006, Appendix A will be revised to reflect any changes.

Index	Required Activity	Definition	Deadline
1	Req Proj Field Rev	Per MTC Resolution 3606, "Implementing agencies are required to request a field review within six months from MTC's approval of the project in the TIP."	6 months from MTC's TIP approval date.
2	Sub ENV package	Per MTC Resolution 3606, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined <i>Programmatic Categorical Exemption</i> as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds." (This requirement does not apply to FTA transfers or planning activities).	12 months prior to the obligation deadline for RW or Con funds.
3	Sub Req for Auth	Per MTC Resolution 3606, "Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed in the TIP, and receive an obligation/FTA transfer of the funds by June 30th of the fiscal year programmed in the TIP."	April 1 of FY in which funds are programmed in the TIP.
4	Obligate Funds	Per MTC Resolution 3606, "Funds must be obligated by June 30 th of the fiscal year in which they are programmed in the TIP. Funds not obligated (or transferred to FTA) by June 30 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming." (No extensions will be granted to the obligation deadline).	June 30 of FY in which funds are programmed in the TIP.
5	Encumber Funds/ Award into FTA Grant	Per MTC Resolution 3606, "Funds must be encumbered within one state fiscal year following the fiscal year in which the funds were obligated (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers. For FTA projects, funds must be approved/awarded in a FTA Grant within one state fiscal year following the fiscal year in which the funds were transferred to FTA."	End (June 30) of State FY following FY of obligation.
6	Award Contract	Per MTC Resolution 3606, "Construction/Equipment Purchase contract must be awarded within one state fiscal year following the fiscal year in which the construction funds were obligated (this requirement does not apply to FTA transfers)."	End (June 30) of State FY following FY of obligation.
7	Liquidate Funds	Per MTC Resolution 3606, "Funds must be liquidated (expended, invoiced and reimbursed) within four state fiscal years following the fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers)."	End (June 30) of fourth State FY following FY of obligation.
8	Project Close-out	Per MTC Resolution 3606, "Project must be accepted and closed out within one year of the last expenditure, or within five state fiscal years following the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers)."	One year after date of last expenditure; or end (June 30) of fifth State FY following FY of obligation, whichever occurs first.

**Appendix B
 Federal At Risk Report
 Zone Criteria**

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP (MTC approval) for more than two (2) months	Project in TIP (MTC approval) for less than two (2) months	NA
Submit Request for Authorization (ENV)	within two (2) months	within two (2) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (PSE)	within four (4) months	within four (4) to eight (8) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (ROW)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (CON)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Fund Encumbrance/Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Construction award	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Fund Liquidation	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Other Zone Criteria			
Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. ENV or PSE) and a capital phase (i.e. ROW or CON) without the project development phase(s) obligated.		
Yellow Zone	Projects with an Amendment to the TIP pending.		

This page intentionally left blank.



January 30, 2006

ACTAC Agenda Item 3.3
Mtg Date: February 7, 2006

Frank R. Furger, Deputy Director
Alameda County Congestion Management Agency
1333 Broadway Suite 220
Oakland, CA 94612

**Subject: Quarterly Project Monitoring Report
2004 STIP – Locally Sponsored Projects – Alameda County
Draft At Risk Report – January 2006**

Dear Mr. Furger:

Enclosed is the Draft At Risk Report dated January 2006. There are 17 locally sponsored STIP funded projects segregated by "zone." In addition to those 17 projects, there are 18 projects listed under "Final Invoice" that are not assigned to a zone. The Report includes a total of 35 projects being monitored by the Project Monitoring Team (PMT). Once the project sponsor provides a copy of the Final Invoice to the PMT, the project is moved to the list of Completed Projects at the end of the report.

Red zone projects are considered at a relatively high risk of non-compliance with the timely use of funds provisions of the STIP. Some of these provisions potentially threaten the availability of the STIP funds. Yellow zone projects are considered at moderate risk, and green zone at low risk. The criteria for determining the project zone are listed in the tables. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The risk zone associated with each risk factor is indicated in the tables. Projects with multiple risk factors are listed in the zone of higher risk.

The PMT requests copies of certain documents related to the required activities as proof that the deadlines have been met. Typically, the documentation requested by the PMT are copies of documents submitted by the sponsor to other agencies involved with transportation funding such as Caltrans, MTC, and the CTC. The one exception is the documentation requested for the "Complete Expenditures" deadline which does not have a corresponding requirement from the other agencies. Sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met.

The information presented in the report is based on the information made available to the Project Monitoring Team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

If you have any questions regarding the enclosed report, please contact me at (510) 502-4357.

Sincerely,
ADVANCE PROJECT DELIVERY INC.

James P. O'Brien

Enc.

130 Bush Street, Floor 5

San Francisco, CA 94104

Tel (415) 296-7908

Fax (415) 296-8343

PAGE 21

Red Zone Projects

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	2110	Union City	Union City Intermodal Station						
	TE	\$720	Con	05/06	Allocate	6/30/06	R	Extension Req. Pending	Y
	TE	\$5,307	Con	05/06	Allocate	6/30/06	R	Extension Req. Pending	Y
	RIP	\$4,004	Con	07/08	Allocate	6/30/08	G		G
	RIP	\$2,283	Con	08/09	Allocate	6/30/09	G		G

Yellow Zone Projects

There are no Yellow Zone projects this report

Green Zone Projects

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
2	2009A	AC Transit	Maintenance Facilities Upgrade						
	RIP	\$3,705	Con	07/08	Allocate	6/30/08	G		G
3	2009B	AC Transit	SATCOM Expansion						
	RIP	\$1,000	Con	07/08	Allocate	6/30/08	G		G
4	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS						
	RIP	\$2,700	PS&E	06/07	Allocate	6/30/07	G		G
5	2009D	AC Transit	Bus Component Rehabilitation						
	RIP	\$4,500	Con	07/08	Allocate	6/30/08	G		G
6	2179	ACCMA	Planning, Programming and Monitoring						
	RIP	\$111	Con	06/07	Allocate	6/30/07	G		G
	RIP	\$111	Con	07/08	Allocate	6/30/08	G		G
	RIP	\$110	Env	05/06	Comp Expend	6/30/08	G	\$110K Alloc'd 7/14/05	G
	RIP	\$195	Con	08/09	Allocate	6/30/09	G		G
7	A0157G	ACCMA	I-680 Sunol Grade Soundwalls						
	RIP	\$10,252	Con		Accept Contract	2/26/07	G	Awarded 2/26/04	G
8	2009L	ACCMA	Vasco Road Safety Improvements						
	RIP	\$1,400	Con	08/09	Allocate	6/30/09	G		G
9	2009N	Alameda	Tinker Avenue Extension						
	RIP	\$4,000	Con	08/09	Allocate	6/30/09	G		G

Green Zone Projects -continued on next page

Green Zone Projects -continued from previous page

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)							
10	2009F	BART	Lake Merritt Channel Subway Repair	Con	07/08	Allocate	6/30/08	G		G
		RIP	\$2,000							
11	2009G	BART	BART Stations Platform Edge Tiles	Con	07/08	Allocate	6/30/08	G		G
		RIP	\$1,248							
12	2103	BART	BART Oakland Airport Connector	Con	08/09	Allocate	6/30/09	G	\$10M ITIP, Con 08/09	G
		RIP	\$23,000							
13	2020	Emeryville	Emeryville Intermodal Transfer Station	Con	08/09	Allocate	6/30/09	G	\$4.2M ITIP, Con 08/09	G
		RIP	\$2,110							
14	2009K	LAVTA	Satellite Bus Operating Facility	Con	08/09	Allocate	6/30/09	G		G
		RIP	\$4,000							
15	2100	MTC	Planning, Programming and Monitoring	Con	06/07	Allocate	6/30/07	G		G
		RIP	\$110							
		RIP	\$111	Con	07/08	Allocate	6/30/08	G		G
		RIP	\$110	Env	05/06	Comp Expend	6/30/08	G	\$110K Alloc'd 7/14/05	G
16	2100A	MTC	Planning, Programming and Monitoring	Con	06/07	Allocate	6/30/07	G		G
		RIP	\$86							
17	1022	Oakland	Rte. 880 Access at 42 nd Ave./High St., APD	R/W	07/08	Allocate	6/30/08	G		G
		RIP	\$3,130							

Final Invoice

The STIP Timely Use of Funds provisions include requirements for submittal of a Final Report of Expenditures (including the Final Invoice) following the completion of expenditures for the ENV, PSE and RW phases and following contract acceptance for the CON phase. The requirements are as follows: The Final Report of Expenditures (including Final Invoice) for ENV, PSE, and RW phase is due 180 days after the end of the fiscal year in which the last expenditure occurred; and is due 180 days after contract acceptance for the CON phase. For the purposes of the ACCMA's Project Monitoring, a STIP project is not reported as complete until the ACCMA Project Monitoring Team receives a copy of the Final ROE. The ACCMA Project Monitoring Team does not track the Final ROE deadline by date, only by whether or not a copy of the Final ROE has been received at the ACCMA. The following list is provided as a reminder to project sponsors to submit the Final ROE to Caltrans and a copy to the ACCMA Project Monitoring Team

Index	PP No.	Sponsor Prog'd Amount (\$ x 1,000)	Project Title Phase	FY	Notes
18	0321D	AC Transit \$601	Wheelchair Securement Retrofit Con	01/02	FTA to notify FHWA of final costs Project still open as of 9/05
19	1023	AC Transit \$22,425	Bus Rehabilitation Con	00/01	FTA to notify FHWA of final costs Project complete per AC Transit
20	2105	AC Transit \$7,575	San Pablo Avenue Corridor Bus Purchase Con	00/01	FTA to notify FHWA of final costs Project still open as of 9/05
21	2113	AC Transit \$658	Engine/Transmission Rehab Con	01/02	FTA to notify FHWA of final costs Project complete per AC Transit
22	2113A	AC Transit \$628	Engine/Transmission Rehab Con	01/02	FTA to notify FHWA of final costs Project complete per AC Transit
23	2183	Ala. County \$975	Fruitvale Bridge Seismic Retrofit PS&E	00/01	Expenditures completed during FY 03/04
24	2181	BART \$723	BART Automatic Fair Collection (SO) Con	99/00	FTA to notify FHWA of final costs
25	1014	BART \$10,200	BART Seismic Retrofit, Seg. 1A Env	00/01	
26	2106	BART \$5,692	Fruitvale BART Parking Structure Con	99/00	
27	2103	BART \$10,000 \$5,000	BART Oakland Airport Connector R/W Con		FTA to notify FHWA of final costs FTA to notify FHWA of final costs
28	0053K	Berkeley \$600	Berkeley Shoreline Bikeway Con	99/00	Contract accepted 12/31/03
29	2114	Dublin \$1,869	Dublin Blvd Widening Con	01/02	Project Closeout underway
30	2109	Fremont \$4,441	Washington Blvd. and Paseo Padre South – Grade Sep's (SO) R/W	01/02	Expenditures completed during FY 03/04

Final Invoice

The STIP Timely Use of Funds provisions include requirements for submittal of a Final Report of Expenditures (including the Final Invoice) following the completion of expenditures for the ENV, PSE and RW phases and following contract acceptance for the CON phase. The requirements are as follows: The Final Report of Expenditures (including Final Invoice) for ENV, PSE, and RW phase is due 180 days after the end of the fiscal year in which the last expenditure occurred; and is due 180 days after contract acceptance for the CON phase. For the purposes of the ACCMA's Project Monitoring, a STIP project is not reported as complete until the ACCMA Project Monitoring Team receives a copy of the Final ROE. The ACCMA Project Monitoring Team does not track the Final ROE deadline by date, only by whether or not a copy of the Final ROE has been received at the ACCMA. The following list is provided as a reminder to project sponsors to submit the Final ROE to Caltrans and a copy to the ACCMA Project Monitoring Team

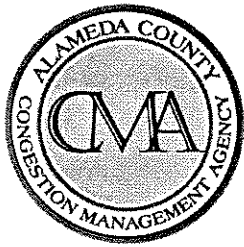
Index	PP No.	Sponsor	Project Title	Phase	FY	Notes
		Prog'd Amount (\$ x 1,000)				
31	0115B	Livermore	Isabel Ave. Interchange, Rte. 580	Env	01/02	Expenditures completed during FY 05/06. Final Invoice due 12/31/06
		\$4,000				
32	2108	Oakland		Con	2/20/06	
		\$925				
33	1022	Oakland	Rte. 880 Access at 42 nd Ave./High St., APD	PS&E	00/01	Invoice for Final PSE costs dated 4/25/05 Con funding programmed
		\$1,000				
34	2191	Oakland	Third Street Extension	Con	99/00	Project completed 6/1/04
		\$1,135				
35	1013	Port	Oakland Airport Connector Guideway	Env	00/01	Closeout underway
		\$1,142				

Completed Projects

Completed Criteria:

Completed STIP projects for which Final Invoice documentation has been provided to the ACCMA; and
 FTA transfer projects reported as complete.

Index	PP No.	Sponsor	Project Title	Notes
36	1003	Alameda	Express II Ferry Refurbish	Final Invoice dated 5/29/04
37	2184	Ala. County	Center/E. Castro Valley/150th, Rehab	Final Invoice submitted in '04
38	2185	Ala. County	Stanley Boulevard Reconstruction	Final Invoice dated 1/13/03
39	2203	Albany	Buchanan/East Shore/Route 80 Interchange	Final Invoice dated 7/28//04
40	1004	Berkeley	College Avenue Rehabilitation	Final Invoice dated 9/14/01
41	9047	Berkeley	I-80 Bicycle/Pedestrian OC (TEA)	Final Invoice dated 3/23/04
42	0119G	Dublin	Tassajara Rd. I/C	Final Invoice dated 10/26/04
43	2190	Livermore	Portola Ave Reconstruction	Final Invoice submitted
44	2192	Oakland	Oakland City Streets Storm Damage Repair	Final Exp. Report dated 6/30/04
45	2193	Piedmont	Piedmont City Streets Resurfacing	Final Exp. Report dated 4/4/02
46	0320E	Port	State Route 61/Langley Street Reconstruction	Final Exp. Report dated 11/25/02
47	2194	Port	Embarcadero – Clay to Franklin Rehabilitation	Final Exp. Report dated 4/21/05
48	2195	Port	Embarcadero – 5th to 16th Rehabilitation	Final Exp. Report dated 5/20/03
49	2196	San Leandro	City Streets Rehab	Final Invoice dated 9/24/01
50	2197	Union City	Union City Streets Rehabilitation	Final Exp. Report Submitted



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*February 7, 2006
Agenda Item 3.4*

DATE: January 31, 2006
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Matt Todd, Senior Transportation Engineer
RE: 2006 State Transportation Improvement Program (STIP)
Final Program of Projects

Action Requested

The ACTAC is requested to review and approve the adjustments to the 2006 STIP Program since the CMA Board approval of the program on November 18, 2005.

Next Steps

This item will be presented to the Plans and Programs Committee and to the CMA Board in February. Upon Board approval, the CMA will work with MTC and the CTC to incorporate the adjustments into the final STIP.

Discussion

The CMA Board approved the 2006 STIP program at the their November 17, 2005 meeting. Over the last two months, the following amendments to the 2006 STIP have been proposed.

I-580 Soundwall in Livermore (Vasco Rd/First Street)-Caltrans

This amendment will remove the project from the STIP. The CMA will deliver this project with a combination of federal earmark and local funds designated for the I-580 Corridor. The \$1.009M will be moved to the I-580 Auxiliary Lanes and HOV Lane project, increasing the 2006/07 programming from \$16M to \$17.009M.

I-580 Auxiliary Lanes and HOV Lane-ACCMA

This amendment will increase the funding on this project by \$1.009M to \$26.009M. The funding will include \$17.009M in FY 2006/07 and \$9M in FY 2009/10. The \$1.009M is being amended from the I-580 Soundwall in Livermore (Vasco Rd/First Street).

AC Transit Rehabilitation Project-AC Transit

This amendment moved \$4.628M from FY 06-07 to FY 07-08 to better coordinate with the cash flow needs of the project. This project will be an exchange project.

Emeryville Terminal Parking Garage-Emeryville

Emeryville has indicated that it may not need the \$2.11M in STIP funding for the Emeryville Terminal Parking Garage Project. Emeryville has requested that these funds be moved to the Ashby/Bay Interchange project. Additional information will be provided on this item at the meeting.

Route 84 Project in Livermore - ACTIA

ACTIA has requested that STIP funds be placed on the Route 84 project in Livermore. There are no STIP/federal funds currently programmed to the project. ACTIA believes the inclusion of federal funds may help in raising the priority of the project review by FHWA. Staff is continuing discussions with ACTIA regarding the amount and phase. A recommendation will be presented at the ACTAC meeting.

Union City Intermodal Station-Union City

This amendment removed \$1.7M of Transportation Enhancement (TE) funds from the project. This funding was submitted prior to the approval of the Final TLC program. CMA staff had anticipated that the project would be able to exchange this amount of TE funding. After review of the funding plan and discussion with the sponsor, staff is proposing to amend the \$1.7M in TE funds back to the TE reserve for use by the other projects approved for the TLC program.

TE Program Reserve

Amend \$1.7M of TE funds into the TE Reserve in. Amend \$608K of TE funds into FY 2008/09 increasing the total funds to \$2.04M and amend \$1.092M in FY 2007/08 for a total of \$1.092 in FY 2007/08. The amended funds were previously programmed to the Union City Intermodal Station. The ACCMA will maintain a TE program reserve to fund projects that have been selected for the County TLC program. As projects are determined ready to deliver, the ACCMA will request amendments to the STIP to program the TE funds to the County TLC Program projects. The ACCMA continues to work with sponsors to identify projects that may be ready to be delivered in FY 06/07 and will contact MTC upon identification of those projects.

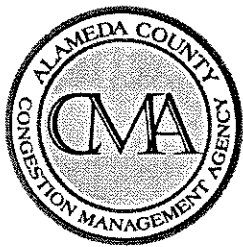
ACTAC is requested to review and approve the proposed adjustments to the 2006 STIP Program.

Attachment – 2006 STIP Program Approved 11/18/05

Alameda

Agency	Project	Total	Project Totals by Fiscal Year							
			(\$ x 1,000)							
			Prior	04-05	05-06	06-07	07-08	08-09	09-10	10-11
	Non-PTA Projects:									
Caltrans	Soundwall, Berkeley Aquatic Park	2,986	0	0	0	0	0	0	0	2,986
Caltrans	4-In expressway (Measure B, \$46,000)	10,000	0	0	0	0	0	0	10,000	0
Caltrans	Reconstruct, widen, Rt 580-Rt 880 (04S-69)	4,059	0	0	0	0	0	0	4,059	0
ACCMA	Route 580 aux and HOV lanes (04S-69)	25,000	0	0	0	16,000	0	0	9,000	0
Caltrans	Soundwall, Livermore, Vasco Rd-First St	1,009	0	0	0	1,009	0	0	0	0
Caltrans	Rt 580 noise barrier, add to con	5,877	0	0	0	0	5,877	0	0	0
Caltrans	Sunol Grade SB, HOV, phase 3	7,246	0	0	0	0	7,246	0	0	0
Caltrans	Landscaping, SCI Co Line-Alvarado/Niles (02S-74)	3,640	0	0	0	0	0	0	0	3,640
Caltrans	Mandela Pkwy extension, widening, turn pockets	1,900	0	0	0	0	1,900	0	0	0
Oakland	Rt 880 access at 42nd Av/High St, R/W	4,090	0	0	0	0	4,090	0	0	0
Alameda Co	Vasco Rd safety improvements	3,900	0	0	0	0	0	3,900	0	0
Alameda (City)	Tinker Av extension	4,000	0	0	0	0	0	0	4,000	0
MTC	Planning, programming, and monitoring	531	0	0	0	110	111	103	103	104
MTC/ACCMA	Planning, programming, and monitoring	850	0	0	0	111	111	209	209	210
		75,088	0	0	0	17,230	19,335	4,212	27,371	6,940
	PTA Eligible Projects:									
Union City	Union City Intermodal Station	9,787	0	0	0	9,787	0	0	0	0
AC Transit	Maintenance facilities & equipment upgrades	3,705	0	0	0	3,705	0	0	0	0
AC Transit	Expand satellite-based tracking communications	1,000	0	0	0	1,000	0	0	0	0
AC Transit	Berkeley/Oakland/San Leandro transit service study	2,700	0	0	0	2,700	0	0	0	0
AC Transit	Bus component rehabilitation	4,500	0	0	0	4,500	0	0	0	0
AC Transit	International/Telegraph Rapid Bus	1,000	0	0	0	1,000	0	0	0	0
LAVTA	Bus maintenance & operations facility	5,500	0	0	0	1,500	0	4,000	0	0
Emeryville	Emeryville terminal, parking garage (RTIP)(02S-87)	2,110	0	0	0	0	0	2,110	0	0
BART	Oakland Airport connector guideway (RTIP)	38,000	0	0	0	0	38,000	0	0	0
BART	Ala Co BART Station Renovation Program	3,248	0	0	0	0	3,248	0	0	0
AC Transit	AC Transit Rehab Project	4,628	0	0	0	4,628	0	0	0	0
		76,178	0	0	0	28,820	41,248	6,110	0	0
	TE Projects:									
Union City	Union City Intermodal Station	3,700	0	0	0	3,700	0	0	0	0
N/A	TE Program Reserve	5,214	0	0	0	0	0	1,432	1,859	1,923
		8,914	0	0	0	3,700	0	1,432	1,859	1,923
	STIP Advancement (Subject to CTC allowing advancement of future shares):									
Caltrans	Caldecott Tunnel Project	5,000	0	0	0	0	0	0	0	5,000
		5,000	0	0	0	0	0	0	0	5,000
	Proposed Program									
	Total Non-PTA Program	75,088				17,230	19,335	4,212	27,371	6,940
	Total PTA Program	76,178				28,820	41,248	6,110	0	0
	Subtotal	151,266				46,050	60,583	10,322	27,371	6,940
	Total TE Program	8,914				3,700	0	1,432	1,859	1,923
	Total	160,180				49,750	60,583	11,754	29,230	8,863
	Total Advance Programming	5,000				0	0	0	0	5,000

This page intentionally left blank.



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*February 7, 2006
Agenda Item 3.5*

DATE: January 31, 2006
TO: ACTAC
FROM: Frank R. Furger, Deputy Director
SUBJECT: City of Piedmont Request:
Funding for Grand Ave Signal Project

Action Requested

The City of Piedmont is 95% complete with the design of the signalization project at the intersection of Grand Ave/Rose Ave/Arroyo Ave. The total project cost is \$287,500. Piedmont is requesting assistance from the CMA in bridging the funding gap of approximately \$221,700. ACTAC is requested to take action on this request. Staff will present a recommendation at the February 3rd ACTAC meeting.

Discussion

The City of Piedmont is implementing a signalization project at the intersections of Grand Ave/Rose Ave/Arroyo Ave. Design is 95% complete and the project is anticipated to go to bid this summer. Piedmont has secured funding to complete the design and will dedicate TDA and TFCA funds to the project. The project needs an additional \$221,700 to complete construction.

Piedmont is requesting the CMA's assistance in addressing the funding shortfall. CMA staff is working with Piedmont to explore funding alternatives and will present a recommendation to ACTAC at the February 3rd meeting for action.

This page intentionally left blank.

**CMA Exchange Projects -Preliminary Quarterly Status Report
February 2006**

ACTAC Agenda Item 4.1
Meeting Date: February 7, 2006

Index	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 01/30/06)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes
1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,500	\$ 20,182,514	\$ -	Done	E	
2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E	
3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000		\$ 4,500,000	12/31/08	D	
4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
5	Berkeley	Street Resurfacing	STP	\$ 275,000		\$ 275,000	12/31/07	D	Sent Berkeley a draft agreement
6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
7	Fremont	Street Rehab	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
8	Fremont	Street Resurfacing	STP	\$ 858,000		\$ 858,000	12/31/07	D	Preparing a draft agreement for Fremont
9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E	
10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
11	Union City	UC Intermodal Station (Exch 1)	STIP-TE	\$ 2,727,000		\$ 2,727,000	6/30/08	N	Pending 2006 STIP
12	Union City	UC Intermodal Station (Exch 2)	STIP-RIP	\$ 2,283,000		\$ 2,283,000	6/30/11	N	Pending 2006 STIP
13	Union City	UC Intermodal Station (Exch 3)	STIP-RIP	\$ 4,004,000		\$ 4,004,000	12/31/10	N	Pending 2006 STIP
Totals:				\$ 57,706,400	\$ 43,059,414	\$ 14,647,000			
Notes: ¹ E = Agreement Executed A = Agreement Amendment in Process D = Agreement in Draft Form N = Agreement Not Initiated									
Prepared by Advance Project Delivery Inc.									

This page intentionally left blank.

CMP - Land Use Analysis Program (until Jan 2006)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
Land Use Related Projects							
1	Alameda	NOP/DEIR	Alameda Point Golf Course	NA	Tier 1	7/9/2001 9/15/2004 5/19/2005	Sep 2004 - Comments on the DEIR regarding trip generation and accessibility. Final EIR being prepared.
2	Alameda	GPA	Northern Waterfront GPA, Del Monte Adaptive Reuse Project, and Grand Marina Mixed Use Project	NA	Tier 1	11/18/2002 1/7/2004	Northern Waterfront EIR is expected out this year. Grand Marina project has been moved to a separate Negative Declaration. The Del Monte Project is no longer part of EIR, due to change in project description.
3	Alameda	GPA	Harbor Bay Village VI	GPA04-0002	Tier 1 Exempt	5/17/2005	
4	Alameda County	NOP/FEIR	Law Enforcement Complex (LEC) and Animal Shelter at 2700 & 2100 Fairmont Dr	NA	Tier 1 Exempt	5/18/2004 6/21/2004	EIR completed. Board decision expected in June.
5	Alameda County	DEIR	LA Vista Quarry Mining Permit Extension Project	NA	Tier 1 Exempt	10/13/2004	Possible annexation by City of Hayward.
6	Berkeley	NOP/DEIR	Mix Residential Proj at 700 University Ave.	NA	Tier	9/28/2005	
7	Berkeley	NOP	City of Berkeley Draft Southside Plan	NA	Tier 1	12/6/2004	DEIR being prepared as of Sep 2005
8	Berkeley	GPA/NOP DEIR	West Berkeley Bowl project at 920 Heinz Ave.	NA	Tier 1	2/8/2005 8/11/2005 11/18/2005	
9	Berkeley	GPA	Gilman Street Playing Fields	NA	Tier 1 Exempt	7/12/2005	Scheduled for City Council consideration on Sep 27, 2005
10	Bureau of Indian Affairs	NOI	Lower Lake Rancheria Casino near Oakland Airport	NA	Tier 1	12/13/2005	
11	Dublin	GPA	Dublin Land Co.	Resolution 50-03	Tier 1		Initiated March 2003. No CEQA document yet.
12	Dublin	GPA	Scarlett Court Specific Plan	03-063	Tier 1		Initiated on 03/03. No CEQA yet.
13	Dublin	NOP/DSEIR	Fallon Village Development	NA	Tier 1	7/1/2005 10/5/2005	
14	Dublin	NOP/DSEIR	Moller Ranch Reorg and Development	NA	Tier 1	6/29/2005	
15	Dublin	GPA	Parks RPTA	03-015	Tier 1		Project development in process. No CEQA process yet.

CMP - Land Use Analysis Program (until Jan 2006)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
				NA	Tier 1	7/6/2001	Initial Study being prepared
16	Emeryville	GPA	Park Avenue District	NA	Tier 1	1/12/2005	EIR being prepared
17	Emeryville	NOP/DEIR	Sherwin-Williams Emeryville Site Redevelopment Project	NA	Tier 1	3/30/2005	Part of current general plan update process
18	Emeryville	GPA	Bike and Ped Circulation Plan	NA	Tier 1 Exempt	11/17/2005	
19	Emeryville	NOP	South Bay Front Bay Street Development	NA	Tier 1	12/14/2005	
20	Emeryville	NOP/DEIR	Market Place Redevelopment	NA	Tier 1		
21	Fremont	GPA	Central Park Knoll	PLN2003-208	Tier 1 Exempt		
22	Fremont	GPA	City of Fremont Fire Station # 8	PLN2004 - 00049	Tier 1 Exempt	11/4/2004	
23	Fremont	GPA	Geotechnical Studies in Hillside Areas	PLN2004 - 00069	Tier 1 Exempt	11/4/2004	
24	Fremont	GPA	Housing Element Implementation Rezoning for Programs #22 and # 23	PLN # - see comments column	Tier 1 Exempt	11/4/2004	PLNs 2004-00077, 2004-00079, 2004-00080 and 2004-00081.
25	Fremont	GPA	Tri-City Sports and Patio World General Plan Amendment and Rezoning	PLN2004-00092	Tier 1 Exempt	11/4/2004	
26	Fremont	GPA	Walnut/Mission GPA & PD	PLN2003 - 00176	Tier 1 Exempt	11/4/2004	
27	Fremont	GPA	Washington Blvd. Project	PLN2003-00282	Tier 1 Exempt	11/4/2004	
28	Fremont	GPA	MARLAIS GPA- MISSION	PLN2002-00100	Tier 1 Exempt	11/4/2004	
29	Fremont	GPA	Housing Element Implementation Program # 21	PLN # - see comments column	Tier 1 Exempt	11/4/2004	PLN2004-00251, PLN2004-00272, PLN2004-00273, PLN2004-00274, PLN2004-00275.
30	Fremont	GPA	Housing Element Implementation Program # 19	PLN # - see comments column	Tier 1 Exempt	11/4/2004	PLN2004-00112, PLN2004-00279, PLN2004-00280.
31	Fremont	GPA	Housing Element Implementation Program # 18	PLN # - see comments column	Tier 1 Exempt	11/4/2004	PLN2004-00265, PLN2004-00266, PLN2004-00267, PLN2004-00268, PLN2004-00269, PLN2004-00270.
32	Fremont	GPA	Health and Safety Element Update for Fire Department Response Time Standards	PLN2004-00296	Tier 1 Exempt	11/4/2004	

CMP - Land Use Analysis Program (until Jan 2006)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/Tier I)	CMA Response Date	Comments
33	Fremont	GPA	City of Fremont 2002 Hill Area Initiative Implementation	PLN2004-00030	Tier 1 Exempt	11/4/2004	
34	Fremont	GPA	Grimmer Residence GPA	PLN2005-00016	Tier 1 Exempt	11/4/2004	
35	Fremont	GPA	Housing Element Implementation Program # 21	PLN # - see comments column	Tier 1 Exempt	3/10/2005	PLNs 2004-00274
36	Fremont	GPA	Hill Area Initiative Implementation	PLN 2004-00030	Tier 1 Exempt	3/10/2005	
37	Fremont	GPA	Fire Station # 6	PLN 2005-00051	Tier 1 Exempt	3/10/2005	
38	Fremont	GPA	Atria Townhomes GPA and Rezoning	PLN-2004-00177	Tier 1 Exempt	2/28/2005	
39	Fremont	GPA	Density Bonus	PLN2005-00151	Tier 1 Exempt	2/28/2005	
40	Fremont	GPA	Shinn Historical Park and Arboretum project	PLN2003-00068	Tier 1 Exempt	3/30/2005	
41	Fremont	GPA	Housing Element Implementation Program # 18 & 21	See Comments	Tier 1	5/23/2005	(PLNs 2005-00080, 2005-000217, 2005-000215, and 2005-00076). Future proposals on Site # 3 are to be sent for CMA review.
42	Fremont	GPA/NOP	Globe-internationally themed retail, restaurant and entertainment destination project	NA	Tier 1	5/26/2005 11/21/2005	
43	Fremont	GPA	Housing Element # 21	PLN 2005-00275	Tier 1 Exempt	6/1/2005	
44	Fremont	GPA	Housing Element - Automall Commons	PLN 2005-00167	Tier 1 Exempt	6/1/2005	
45	Fremont	GPA	Canyon Heights	PLN 2005-00234	Tier 1 Exempt	6/1/2005	
46	Fremont	GPA	Dusterburry Townhomes Development	PLN 2005-00232	Tier 1 Exempt	6/1/2005	
47	Fremont	GPA	Bicycle Master Plan	NA	Tier 1 Exempt	8/17/2005	
48	Hayward	GPA	Eden Shores Estate	PL-2004-0184	Tier 1 Exempt	6-Jun-05	
49	Hayward	NOP/DEIR	South Hayward BART/Mission Area Plan	NA	Tier 1	13-Oct-05	

CMP - Land Use Analysis Program (until Jan 2006)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
50	Lawrence Berkeley National Lab	NOP/DEIR	Long Range Development Plan Update	NA	Tier 1	3/22/2002	
51	Livermore	GPA/NOP/DEIR	Seven Vines Project	NA	Tier 1 Exempt	5/17/2005	Draft EIR circulation delayed
52	Newark	NOP/DEIR	NewPark Mall Expansion Project		Tier 1		City Council Certified the FEIR on Feb 24, 2005.
53	Newark Ohlone Community College	NOP/DEIR	Ohlone College Newark Center for Technology & Health Sciences Master Plan	NA	Tier 1	10-Jun-04	
54	Oakland	NOP/DEIR	Skyline Ridge Estates	NA	Tier 1 Exempt	15-Jun-04	
55	Oakland	NOP/DEIR	Coliseum Gardens	ER3-0001	Tier 1	1/29/2003	
56	Oakland	NOP/DEIR DEIR	300 Harrison	ER00-39	Tier 1 Exempt	8/1/2001 10/30/2002	
57	Oakland	NOP/DEIR	West Oakland Project Area Redevelopment Plan	ER02-0014	Tier 1	7/30/2002	
58	Oakland	NOP/DEIR	Marks Building		Exempt	8/29/2003	
59	Oakland	NOP/DEIR	Sienna Hill Housing Project		Exempt	2/23/2004	
60	Oakland	GPA	Amend the GP from Business Mix to Housing & Business Mix for these properties and build 26 single family homes.	ER 03-002, GP03-023	Tier 1 Exempt	5/5/2005	
61	Oakland	GPA	Safety Element of the Oakland GP	NA	Exempt	5/5/2005	
62	Oakland	NOP/DEIR	Broadway and West Grand Mixed-Use Project	ER 03-0022	Tier 1	10/8/2004 4/2/2004	
63	Oakland	NOP/DEIR	Wood Street Project (Central Station)		Tier 1	11/8/2004 7/20/2004 2/18/2004	
64	Oakland	NOP/DEIR	Arcadia Park Residential Project	ER05-3	Tier 1	5/4/2005 8/15/2005	
65	Oakland	NOP/DEIR	Kaiser Master Plan	NA	Tier 1	4/11/2005	
66	Oakland	NOP/DEIR	Oak to Ninth mixed use	NA	Tier 1	7/20/2004 11/17/2005	
67	Oakland	GPA	Embarcadero Cove Mixed Use	NA	Tier 1 Exempt	4/13/2005	
68	Oakland	NOP/DEIR	Kennilworth Residential Development	NA	Tier 1 Exempt	8/29/2005	

CMP - Land Use Analysis Program (until Jan 2006)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
69	Oakland	NOP/DEIR	Bike Plan Update	NA	Tier 1 Exempt	9/28/2005	
70	Oakland	NOP/DEIR	12th Street Residential Project	NA	Tier 1	11/17/2005	
71	Oakland	NOP/DEIR	Gateway Project	NA	Tier 1	12/14/2005	
72	Ohlone College	NOP/DEIR	Ohlone College Newark Center for Health Sciences and Technology	NA	Tier 1	11/8/2004	
73	Pleasanton	NOP/DEIR	Lund II		Tier 1	10/1/2003	
74	Pleasanton	NOP/DEIR	PUD- Charter Properties Exempt	PUD-33	Exempt	1/21/2004	
75	Pleasanton	GPA	Sportorno Ranch project	NA	Tier 1 Exempt	3/29/2005	
76	Pleasanton	NOP/DEIR	Bernal Property Ph II	NA	Tier 1	9/21/2005	
77	Pleasanton	NOP/DEIR	Pleasanton General Plan Update	NA	Tier 1	1/26/2006	
78	Port of Oakland	NOP/SEIR DSEIR	Airport Development Program	NA	Exempt	1/29/2003 7/11/2003	
79	San Francisco BCDC	Bay Plan Amendment	San Francisco Bay Plan Update	NA	Exempt	8/29/2005	
80	San Leandro	GPA	9-unit residential development	PLN2005 - 00049	Tier 1 Exempt	7/13/2005	
81	San Juaquin COG	NOP/DEIR	San Juaquin TIP Measure K	NA	Exempt	12/12/2005	
82	UC Berkeley	NOP/EIR	UC Berkeley LRDP& Chang-Lin-Tien Center	NA	Tier 1	6/18/2004 9/26/2003	
83	UC Berkeley	GPA SFDEIR	University Village NW Master Plan Amendments	18132A	Tier 1	3/17/2004 6/12/2003	
84	UC Berkeley	NOP/FEIR	Southwest Campus Integrated Project	NA	Tier 1	12/12/2005	
85	Union City	NOP/DEIR	Union City Intermodel Station Passenger Rail Project later partial revision of DEIR	NA	Tier 1/ Exempt	6/9/2005 4/2/2004 9/25/2003 11/15/2005	Exempt because there is no proposed alterations to traffic, and no changes in land use. Partial revision is not related to transportation component
86	Union City	NOP/DEIR	Avalon Bay TOD project	NA	Tier 1 Exempt	10/13/2005 11/3/2005	
87	Union City	GPA	Alvarado Blvd.	NA	Tier 1 Exempt	12/12/2005	

CMP - Land Use Analysis Program (until Jan 2006)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
Transportation Improvement Projects							
1	AC Transit	NOP/EIR/EIS NI/EIS	East Bay BRT	NA	Comments	6/24/2003 3/16/2004	Suggested to assess the impact of removing one lane for a dedicated guideway. Informed that if existing LOS worsens to F on a CMP roadway, it may trigger deficiency plan requirements.
2	BART	NOP/DSEIR DEIR	BART Warm Springs Extension	NA	Comments	3/27/2002 5/7/2002	
3	Caltrans	NOP/DEIR	Caldecott Improvement	NA	Comments	1/31/2003	
4	High Speed Rail Authority	NOP/DEIR/FEIR	High Speed Rail Train to San Francisco Bay Area	NA	Comments	5/21/2001 5/11/2004	Commented that this project is not currently in the CWTP, supporting an East Bay alignment, and requesting that impacts to the MTS be addressed.
5	San Francisco	NOP/DEIR	2001 Transbay Terminal	2000.048 E	Comments	4/18/2001	Comments submitted requesting that the impacts to AC Transit be analyzed and mitigated.
6	SCVTA	NOP/EIR/EIS NOP/DEIR	BART to Santa Clara County	NA	Comments	5/20/2004 2/25/2003 2/7/2002	Requested that MTS impacts be evaluated as well as station access and parking impacts at the Union City, Fremont, Dublin-Pleasanton and proposed Warm Springs stations.
7	Water Transit Authority	DPEIR FEIR	Implementation and Operations Plan- Expansion of Ferry Service	NA	Comments	7/9/2003 10/30/2002 5/16/2002	Requested clarification on how the proposed ferry system reduces congestion, what mitigation is proposed to make up for revenue losses to existing transit services, cost effectiveness for WTS alternative 1 and net new riders, the cost effectiveness of mitigation, local impacts resulting from terminal development, funding of terminal construction and air quality resulting from cold starts at terminals.
8	Water Transit Authority	NOP/DEIR/EIS	South San Francisco Ferry Terminal Project	NA	Comments	01/20/05	

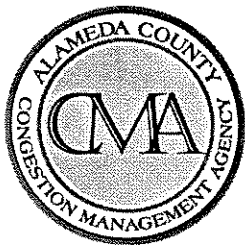
Note:

No comments means there were no comments to make or, in the case of a DEIR or FEIR, previous ACCMA comments were responded to.

Tier I refers to GPA and NOP for EIR for projects consistent with the general plan.

Exempt refers to the development proposals that does not exceed the threshold of generating 100 p.m. peak-hour trips, as determined

by the CMA, more than the adopted general plan land-use designation for GPAs or more than existing uses for projects consistent with the general plan..



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*February 7, 2006
Agenda Item 4.3*

DATE: January 31, 2006
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Matt Todd, Senior Transportation Engineer
RE: Coordinated Programming for Bicycle and Pedestrian Oriented Fund Sources

Action Requested

The ACTAC is requested to review and comment on the issues associated with the coordination of ACTIA Measure B Discretionary, TFCA Exchange, and Regional Bike/Pedestrian funding.

Next Steps

Staff will propose coordinated program guidelines and a schedule for ACTAC consideration.

Discussion

It is proposed to coordinate the programming of ACTIA Measure B Countywide Discretionary Bicycle/Pedestrian Program, Regional Bicycle/Pedestrian Program, and the programming of TFCA (that have been exchanged). Eligible projects for this programming cycle are anticipated to include bicycle and pedestrian projects as well as other TFCA eligible categories.

The Funds

The fund estimate is anticipated to be:

\$2M	Countywide Discretionary Bicycle/Pedestrian Program (ACTIA Measure B)
\$2M	Regional Bicycle/Pedestrian Program-Countyshare (CMAQ)
\$5M	CMAQ (generated from a TFCA exchange)
\$9M	Total

The CMA is considering exchanges that will allow programming of CMA TIP funds in place of some portion of the CMAQ funding.

The Planning Efforts

The Countywide Bicycle and Pedestrian Plans are used to assist in the programming of these funds. The update to the Countywide Bicycle Plan is anticipated to have a draft in April and the final plan approval in May. The Countywide Pedestrian Plan is also underway with a

draft anticipated in June and a final in July. ACCMA is administering the update of the Countywide Bicycle Plan and ACTIA is administering the Countywide Pedestrian Plan.

Timing

- Bicycle Plan
 - April – Draft Plan
 - May – Final Plan
- Pedestrian Plan
 - May – Draft Pedestrian Priorities
 - June – Draft Plan
 - July – Final Plan
- MTC has indicated that CMAQ funds can be available to be programmed as early as 2006/07.

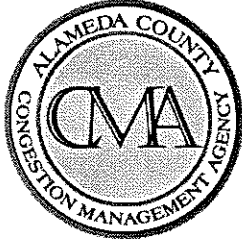
CMA and ACTIA staff have been meeting over the last few months to discuss a coordinated effort similar to the 2005 program. It has been a challenge to create a schedule and process that will address the needs of the various fund sources.

One of the issues that will affect the timing of this call for projects is the Bicycle and Pedestrian Plan schedules and the schedule to program federal funds. For a sponsor to use CMAQ funds in fiscal year 2006/07, the CMA recommends a programming schedule with a final approval of the program in September. This will allow the projects to be submitted to MTC by October 1 for inclusion in the TIP and to minimize any delay in processing a project through the Local Assistance process.

A schedule that accommodates the federal programming initiates the call for projects for the program concurrently with the development phases of the two planning processes. The Countywide Bicycle Plan would be in a draft form and close to completion. The Countywide Pedestrian Plan will have initiated discussion on priority project types that will be included in the plan, but may not have the recommendations in an approved draft plan.

Questions for Discussion

- Are project sponsors able/willing to apply for pedestrian projects based on initial discussion of the ACTIA BPAC committee on Pedestrian Plan Priorities?
- Are there priority projects that are ready to accept and deliver federal CMAQ funds in FY 2006/07?
- Should the CMA and ACTIA complete the Bicycle and Pedestrian Plans before initiating the next call for projects?



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*February 7, 2006
ACTAC Agenda Item 4.4*

Date: January 31, 2006
To: ACTAC
From: Matt Todd, Senior Transportation Engineer
Subject: MTC Revised Regional Project Funding Delivery Policy
For SAFETEA STP and CMAQ Funds
MTC Resolution 3606 Revised

Action Requested

Project managers at sponsoring agencies and ACTAC representatives are encouraged to review the attached packet from MTC regarding revisions to the Regional Project Funding Delivery Policy (MTC Reso. 3606) that are being considered at the February 1, 2006 Finance Working Group meeting.

Discussion:

MTC adopted Resolution 3606 in October 2003 to spell out the regional project delivery policy. The policy included deadlines and other requirements related to the programming, obligation, expenditure and reimbursement of federal STP and CMAQ funding. The policy was used as the basis for the project monitoring performed by the CMA. MTC is recommending revisions to the policy in order to remain consistent with current state and federal policies and regulations.

Some of the requirements included in Resolution 3606 have the potential to impact the availability of the federal funds for their intended (programmed) uses. The CMA is advising all project managers and ACTAC representatives to review the attached draft in order to familiarize themselves with the pending changes. The CMA recommends that the requirements related to funding be incorporated into project implementation plans as early as possible in order to reduce the potential for adverse impacts.

Attachment



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Finance Working Group (FWG)

DATE: February 1, 2006

FR: Ross McKown

RE: Revised Regional Project-Funding Delivery Policy for SAFETEA STP and CMAQ Funds

Background

The region has maintained an excellent project delivery record during the six-year period of the federal Transportation Equity Act for the Twenty-First Century (TEA-21). This outstanding delivery record was due to the hard work of Caltrans Local Assistance, the Congestion Management Agencies (CMAs), project sponsors and the regional project-funding delivery policies developed by MTC and the Bay Area Partnership. In an effort to maintain this delivery record during the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) and maximize the amount of federal funds flowing into the region, MTC and the Bay Area Partnership have revised and updated the existing regional delivery policy to ensure it remains consistent with new state and federal guidance.

The revised policy responds to provisions in SAFETEA, increased scrutiny of federal funding deadlines, recent Caltrans procedural changes (see attachment) and anticipated future federal and state policies relating to the timely use of federal funds. The revisions are specifically intended to: improve management of the limited OA available each fiscal year, meet pre and post-obligation funding deadlines and facilitate project delivery. The policy calls for the programming and obligation of funds consistent with the timing and availability of federal Obligation Authority. The increased emphasis on the management of funding in the project delivery process will ensure funds are available to sponsors when their projects are ready to be delivered, and minimize the potential loss of federal funds due to missed deadlines. Furthermore, the AB1012 deadlines imposed by State law will be met well in advance, and the region will be in a position to accept additional funding that may become available.

Over the past few months, the Project Delivery Task Force of the Bay Area Partnership's Finance Working Group (FWG) has met and discussed revisions to the regional project-funding delivery policy to reflect new state and federal requirements. The task force consisted of representatives of the CMAs, transit operators, Counties, Caltrans, and MTC staff. The revised policy will be presented to the Partnership Technical Advisory Committee (PTAC) in February for further discussion. The Revised policy is scheduled to be adopted by the Commission in March 2006.

Benefits of the SAFETEA Project-Funding Delivery Policy:

The following are key benefits of the revised policy:

- The policy continues to strengthen the region's delivery efforts, which has assisted the region and sponsors in delivering to the full apportionment and OA levels.
- Strengthens the region's ability to meet AB 1012 requirements, and incorporates Caltrans and FHWA post-obligation requirements, thus minimizing the risk of losing federal transportation funding.
- By holding firm and enforcing the funding deadlines, the region has been able to obligate all of its SAFETEA STP and CMAQ OA and apportionment to-date in a timely manner. This demonstrated success in the delivery of regional transportation projects supports subsequent requests for additional federal funding for the region.
- Provides flexibility for the Congestion Management Agencies (CMAs) to swap delayed projects with projects ready to use the funding.
- Establishes standard guidance to be applied for all regional STP and CMAQ programming cycles. A standardized policy makes it easier for project sponsors, MTC staff and Commissioners to implement project delivery strategies consistently among the programmed projects.

Significant New and Revised Regional Project-Funding Delivery Policies:

The following are the significant changes to the policy:

- Obligation deadline advanced from June 30th of the year programmed in the TIP to May 31. Revised deadline conforms to Caltrans' release of unused local OA on June 1st of each year.
- Obligation Request Submittal deadline advanced from April 1 of the year programmed in the TIP to March 1 in response to advanced obligation deadline.
- Implementing Agency must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days of receiving the PSA from Caltrans. Funds for projects without a PSA within 6 months of obligation will be de-obligated. Previous deadline was one-year. Revised deadline conforms to new Caltrans policy.
- Implementing agencies are required to request a field review within 12 months of approval of the project in the TIP, but no less than 12 months prior to the obligation deadline of construction funds. Previous deadline was within 6 months of MTC's approval of the project in the TIP.
- Funds for construction must be awarded within 9 months of obligation. Previous deadline was one year after obligation.
- Funds must be invoiced for each phase (including construction) and for each and every program code at least once every six months following obligation – preferably on a

quarterly basis. This is a new provision to conform to new guidance from Caltrans and FHWA.

- Projects must be closed out within 6 months of final invoice. Previous deadline was within one year of last expenditure. New requirement conforms to new guidance from Caltrans and FHWA.
- Implementing agencies that have projects that have missed these deadlines, regardless of federal fund source, are subject to limitations on future OA for subsequent projects, and restrictions on future programming. MTC will use past delivery as a criteria for future programming.
- Advance Construction Authorization (ACA) funding identified in the annual Obligation Plan has priority for OA over other projects. This new provision is intended to facilitate the use of ACA as a tool in project delivery.
- If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program year. The agency shall be considered committed to delivering the project (obligating the funds) once the program year becomes the current fiscal year, and the Annual Obligation Plan has been developed for that year.

The intent of this regional project-funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has attempted to establish regional deadlines, to the extent possible, in advance of federal deadlines, to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential problems and bring the project back on-line in advance of losing funds.

The revised policy will be presented to the Partnership Technical Advisory Committee (PTAC) in February for further discussion. The revised policy is scheduled to be adopted by the Commission in March 2006.

Attachment: Proposed Revised Regional Project-Funding Delivery Policy for STP/CMAQ funds during SAFETEA

Attachment: Caltrans Obligation Procedures Letter

**Metropolitan Transportation Commission
Regional Project Funding Delivery Policy
for SAFETEA - STP and CMAQ Funding
MTC Resolution No. 3606
DRAFT**

General Policy

The region has established deadlines for funding in the regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) and subsequent extensions.

STP and CMAQ funds are to be programmed in the Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP).

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can delivery new projects within the required deadlines.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. All proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP.

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Project Cost Savings/Reductions in Scope/Project Failures

Projects may be completed at a lower cost than anticipated, or have a minor reduction in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must notify MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project-funding reductions will not be used. Federal regulations require that the project proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds.

Important Tip: If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the county CMA administered programs (such as the Local Streets and Roads Rehabilitation program) are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional operations projects, such as 511-Travinfo®, are available for redirection by the Commission.

For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline. Project funding reductions or unused funding realized after the obligation deadline return to MTC. Any STP/CMAQ funds that have been obligated but remain unused will be deobligated and returned to the Commission for redirection.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and will only be considered after March 1 of each fiscal year. In some years OA may not be available for advancements until after June 1, but the funds must be identified in the annual obligation plan, and the obligation request for the advanced OA must be received by Caltrans prior to June 1.

Implementing agencies wishing to advance projects may request Advance Construction Authorization (ACA) from Caltrans (or pre-award authority from FTA) to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip: Caltrans releases unused local OA on June 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision also allows the advancement of projects after June 1, by using unclaimed OA from other regions.

Annual Obligation Plan

California Streets and Highway Code 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution. There is no provision in state statute the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan at the beginning of each federal fiscal year, based on the funding programmed in the TIP. This plan will be the basis upon which obligations will be made for the year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and if necessary, review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation are subject to de-programming. Also, projects to be advanced from future years, or converted from AC should be included in the plan to ensure sufficient OA is reserved.

If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program fiscal year. The agency shall be considered committed to delivering the project (obligating the funds or transferring to FTA) once the program year becomes the current fiscal year, and the annual Obligation Plan has been developed for that year.

Specific Policy Provisions

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal

deadlines, and to report any potential difficulties in meeting these deadlines, to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or permanent loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Funds are to be Programmed in the TIP in the Fiscal Year of Obligation/FTA Transfer**

STP and CMAQ funds are to be programmed in the TIP in the fiscal year in which the funds are to be obligated by the FHWA or transferred to FTA. This will improve the overall management of federal Obligation Authority (OA) within the region and improve the likelihood that apportionment and OA will be available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. Once the program year in the TIP becomes the current year, the agency is committed to obligate the funds by the required obligation deadline as outlined below.

- **Field Reviews**

Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP, but not less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities.

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed.

- **Complete Environmental Submittal to Caltrans 12 months prior to Obligation Deadline**

Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Disadvantaged Business Enterprise (DBE)**

Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and goals methodology for the

current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual goals/methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP. STP/CMAQ funding for agencies without approved DBE goals for the current year are subject to redirection to other projects after March 1. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual goals/methodology for the current year prior to the advancement of funds.

Important Tip: An agency DBE plan is required before the obligation of federal funds. Furthermore, an annual DBE goals methodology must be approved prior to the obligation of federal funds for services to be contracted out (such as environmental/ design/ construction/ procurement activities performed outside the agency). An annual DBE goals/methodology may not be required if the activities (such as environmental/design or construction) are to be performed in-house using internal staff resources. It generally takes a minimum of 90 days (including a minimum 45-day public comment period) to have an annual DBE goals/methodology approved. Due to the complexities of the DBE requirements, agencies should contact Caltrans Local Assistance to determine whether an annual DBE goals methodology is required. If an annual DBE goals/methodology is required agencies are encouraged to begin the process by June of the preceding federal fiscal year, so the process may be complete by the beginning of the federal fiscal year in October.

- **Obligation/Submittal Deadlines**

Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by March 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by March 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after March 1 of the programmed year, the funds will not be the highest priority for obligation in the event of Obligation Authority (OA) limitations, and will compete for limited OA with projects advanced from future years. Fund obligation/FTA transfer requests submitted after the March 1 deadline will be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 – September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/transferring the funds by the required obligation deadline for that fiscal year. Funding that does not meet the obligation deadline is subject to de-programming by MTC.

Within the CMA administered programs, such as Local Streets and Roads Rehabilitation program, the CMAs may adjust delivery within the program, up until March 1 of the

programmed year, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funding programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional operations projects, such as 511-TravInfo®, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of May 31 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by March 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/FTA transfer of the funds by May 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of March 1, 2008 and an obligation/FTA transfer deadline of May 31, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of March 1, 2009 and an obligation/FTA transfer deadline of May 31, 2009. No extensions will be granted to the obligation deadline.

- **Submittal Deadline:** March 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).
- **Obligation Deadline:** May 31 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

March 1 - Regional submittal deadline. Complete package submittals, and AC conversion requests received by March 1 of the fiscal year programmed in the TIP will receive priority for obligations against available OA.

March 1 – May 31 - Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by May 31. If OA is limited, these projects would compete for OA with projects advanced from future years on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to May 31, in order to secure the funds within that federal fiscal year.

May 31 - Regional obligation deadline. Funds not obligated (or transferred to FTA) by May 31 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years must request the advance prior to May 31 in order to secure the funds within that federal fiscal year.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement, except under special circumstances such as when Caltrans uses ACA for state projects.

- **Program Supplement Agreement (PSA) Deadlines**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days of receiving the PSA from Caltrans. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within 60 days of receipt from Caltrans will be unable to obtain any future approvals for any projects, including obligation and payments, until all PSAs for that agency meet the 60-day PSA execution requirement. Funds for projects that do not have an executed PSA within 6 months of obligation will be deobligated by Caltrans.

- **Advertisement / Award Deadlines**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing deadline, resulting in the loss of funding.

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip: Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult to meet the advertisement and award deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

- **Invoicing Deadlines**

Funds must be invoiced for each federally funded phase (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E), Right of Way (R/W), or Construction (CON)) and for each federal program code, at least once every six months following obligation – preferably on a quarterly basis. Funds that are not invoiced at least once every

12 months will be de-obligated by FHWA. There is no guarantee that funds will be available to the project once de-obligated.

Important Tip: Federal funds must be invoiced against for each and every program code within each obligated phase at least once every six months. Funds that are not invoiced at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings can use ACA to proceed with the project, then convert to a full obligation prior to project completion. ACA does not meet the obligation deadline, but ACA conversion to full obligation does receive priority in the annual obligation plan.

- **Completion /Close-Out Deadlines**

Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

- **Liquidation/Reimbursement Deadlines**

Funds must be fully invoiced and reimbursed within six years of obligation.

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation (reimbursement) of federal funds. Therefore, federal funds must be fully liquidated (fully invoiced and reimbursed) within six years of obligation. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and be de-obligated if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers.

Inactive Projects

Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than six months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that

are not invoiced at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated.

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy, and other state and federal requirements, can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the project against these regional, state and federal funding deadlines and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and may be able to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines will have future obligations and programming restricted until their projects are brought back into good standing. Projects are selected to receive STP or CMAQ funding based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines. An Agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal requirements have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract cannot easily be met within the required deadline, the agency may consider using ACA until the project phase is underway and the agency is ready to invoice. ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis.

ACA conversion to full obligation receives priority in the annual obligation plan.

Regional Project Funding Delivery Policy Intent

The intent of this regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority, and in meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in addition to state and federal funding deadlines to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential project delivery issues and bring projects back on-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy specifically addresses the regional STP and CMAQ funds managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as Congressionally mandated projects including earmarks). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.

This regional project-funding delivery policy was developed by the Project Delivery Task Force of the Bay Area Partnership's Finance Working Group (FWG), consisting of representatives of Caltrans, the county Congestion Management Agencies (CMAs), transit operators, counties, and MTC staff. The policy will be presented to the Bay Area's Partnership Technical Advisory Committee (PTAC) in February for further discussion. The revised policy is scheduled for adoption by the Commission in March 2006.

J:\COMMITTEE\Partnership\Partnership Finance\Joint Working Groups Admin\Agenda Items\2006\02_February\1.4b DRAFT Revised Regional Project Delivery Policy Attach A.doc

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE – MS. 1

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 653-1776

FAX (916) 654-2409

TTY (916) 653-4086

*Flex your power!
Be energy efficient!*

September 19, 2005

To: Metropolitan Planning Organizations
Regional Transportation Planning Agencies

Dear Executive Directors:

Re: Procedural Changes in Managing Obligations

By the end of each federal fiscal year (September 30), the Federal Highway Administration (FHWA) is required to certify that all unexpended project obligations are still needed for projects in order for the state to continue receiving federal funds.

In 2004, the U.S. Department of Transportation's Office of Inspector General (OIG) issued a "Report on Inactive Obligations, FHWA FI-2004-039". The report's primary focus was on projects with funds obligated and no expenditure activities for twelve months or longer. This report also indicated that approximately 20 percent of the inactive funding was no longer needed and could be deobligated to fund other transportation projects. The report was critical of FHWA and the various states' Department of Transportation for not actively seeking these unneeded funds and applying them to new projects.

California Department of Transportation Director, Will Kempton, also addressed this inactive obligation issue in a letter dated August 22, 2005. Director Kempton asked for your cooperation in our efforts in reducing the level of inactive obligations.

As of August 2005, there were approximately 2300 local assistance projects with no expenditure activity for at least one year and a total unexpended obligated balance of approximately \$486 million.

In response to the OIG's report, and in an effort to assist FHWA in certifying that all obligations are needed, the California Department of Transportation (Department) will implement the following procedural changes effective October 1, 2005:


1. If a Program Supplement Agreement (PSA) is not executed and returned by an Agency within sixty (60) days of receiving the PSA from the Department, that Agency will be unable to obtain any future approvals for any projects, including obligations and invoice payments, until all PSAs for that Agency meet the 60-day PSA execution requirement.

2. Funds for projects that do not have executed PSAs within six (6) months of the actual effective obligation date will be deobligated.
3. All new PSAs will require local agencies to submit invoices for eligible expenses at least once every six months for each project phase until all funds are expended. If an Agency does not have eligible expenses, then the Agency needs to provide a written explanation for that six month period along with the target date and target amount for the next invoice submittal. This requirement will also apply to all present existing projects.
4. At project award, if the estimated construction cost is less than the amount obligated to that project for construction cost by more than \$50,000, the excess amount will be deobligated by the Department.
5. All new requests for the obligation of federal funds will require an estimated completion date for that project phase.

The Department is working closely with FHWA to reduce the number of projects on the inactive obligation report. Reports will be sent out periodically to all regions and local agencies showing projects with an inactive obligation. We are requesting that the regions work closely with their local agencies to submit invoices for eligible costs, to deobligate excess funds not needed and to submit final invoices for projects that have been completed. Deobligated funds would be available to fund other projects.

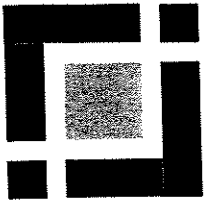
Please contact Laura Quintana at (916) 653-7200 if you have any questions.

Sincerely,



TERRY L. ABBOTT
Chief
Division of Local Assistance

c: Will Kempton, Director
Deputy District Directors for Local Assistance
District Local Assistance Engineers



**Lynn M. Suter
and Associates**

Government Relations

February 7, 2006
Agenda Item 4.5

January 18, 2006

TO: Dennis Fay, Executive Director
Alameda County Congestion Management Agency

FR: Lynn M. Suter & Associates

RE: Legislative Update

With the release of the Governor's ambitious Strategic Growth Plan that would tie-up the state's bond capacity for the next ten year and beyond, every capital project imaginable is being unearthed. While efforts are being made to at least place the transportation or the education piece on the June ballot, it is beginning to appear that everything will slip back to November. There is not enough time to cobble this package together.

The following is an overview of the Governor plan for transportation as well as a summary of the transportation budget. If you would like additional information about any element of the Governor plan, or Senator Perata's SB 1024, please give us a call.

Governor's Strategic Growth Plan: Governor Schwarzenegger unveiled his Strategic Growth Plan for California. Using existing resources, new user fees, and private investment, the Governor plans to leverage \$68 billion in general obligation bonds to finance a \$222 billion investment plan that covers the next 10 years. The Governor also proposes to cap the amount of resources that can be used for debt service to 6% of revenues. The Plan spreads the bonds out over the next five election cycles as follows:

	2006	2008	2010	2012	2014	Total
Transportation	\$6.0	\$6.0				\$12.0
Education	\$12.4	\$4.2	\$7.7	\$8.7	\$5.0	\$38.0
K-12	(\$7.0)					(\$26.3)
Higher Ed	(\$5.4)					(\$11.7)
Water & Flood Control	\$3.0		\$6.0			\$9.0
Public Safety	\$2.6		\$4.2			\$6.8
Courts & Other Public Infrastructure	\$1.2		\$1.0			\$2.2
Total	\$25.2	\$10.2	\$18.9	\$8.7	\$5.0	\$68

Strategic Growth Plan for Transportation: The Governor's Strategic Growth Plan for transportation outlines an investment of \$107 billion over the next 10 years. The plan omits any credible investment in public transportation or local transportation projects, and does not address issues such as housing and infill development. This investment includes the following assumptions for existing revenue sources, new bond money, and private investment:

- \$47 billion from existing funding sources. *This includes Proposition 42 funds, federal SAFETEA-LU funds, existing state fuel excise tax and weight fees, and tribal gaming bonds.*
- \$48 billion in new funding would result from leveraging existing funds. *The new funds consist of new and extended local transportation sales tax programs, operational savings realized through using design-build contracting, and revenue generated through public/private partnerships. The Governor also counts \$3.1 billion in GARVEE bonds in the out years of the 10 year plan as new revenue. Additional "new" revenue would be realized in 2015 when the Plan would use 25% of existing gas tax and weight fee revenue to securitize bonds. This would generate approximately \$14 billion for transportation projects.*
- \$12 billion in new bond funds to attract increased federal, local and private funding. *Half of these bonds would be placed on the June 2006 ballot with the remaining amount appearing on a 2008 ballot.*

The Governor's investment plan for transportation is outlined in AB 1838 (Oropeza). This bill contains all aspects of the Governor's transportation proposal, including the bond proposals, design-build and design sequencing contracting proposals, and the toll road and toll lane proposals. ACA 4 (Plescia) contains the Governor's proposal for "fixing" Prop 42.

ACA 4 would simply repeal the ability for the Governor and Legislature to suspend the transfer of Prop 42 funds when a fiscal emergency is declared. This proposal does not address the need to further tighten the restriction on loaning transportation funds to the general fund.

AB 1836 would enact the Governor's transportation proposal and contains the following elements:

Planning process: The Governor's plan for transportation would create a new transportation programming process parallel to the existing STIP process. As specified in AB 1836, projects funded by the Governor's plan would be selected by Caltrans and the BT&H Agency and adopted by the CTC. The projects must be on the state highway system or be a "focus route" project, which are non-interstate routes that connect two urban areas. While a regional agency may request the CTC to substitute a project on the Caltrans list, the CTC must adopt findings that the project is more consistent with the

adopted guidelines. In addition, the allocation of funds for a substitute project must receive the concurrence of Caltrans and approval by the CTC. The bill does not allow a local agency to directly request a substitute project.

Not only does the Governor's proposal create a new planning process, the bond revenue included in AB 1838 would be exempt from the traditional funding guarantees. These guarantees include the north-south split requirement, the county share calculation, and the SB 45 state/regional split. In some instances these funds would also not be counted in the STIP fund estimate. As a consolation, the guidelines require Caltrans to consider "a reasonable geographic balance at the system and project level" when selecting projects.

\$12 billion in general obligation bonds: AB 1836 would place \$6 billion on the ballot in 2006 and \$6 billion on the ballot in 2008. The 2006 bond proposal would include the following funding elements:

- \$1.7 billion for performance improvements to the state highway system.
- \$1.3 billion for safety and rehabilitation projects of the state highway system.
- \$300 million for corridor mobility project, which include operational improvements and system management strategies that reduce congestion.
- \$200 million for intelligent transportation systems and other technology based projects
- \$400 million for intercity rail projects.
- \$100 million for bicycle and pedestrian projects, including park & ride projects. These projects must be included in a regional transportation plan.
- \$1 billion for mitigation projects. These projects must reduce air pollution from both publicly and privately owned vehicles.
- \$1 billion for transportation infrastructure projects that improve the flow of goods and services, as well as enhancing environmental quality, to port facilities.

The Governor proposes to place an additional \$6 billion bond act on the 2008 ballot for the following purpose:

- \$3.6 billion for performance improvements to the state highway system
- \$200 million for safety and rehabilitation projects.
- \$100 million for intercity rail projects.
- \$100 million for bicycle and pedestrian projects.
- \$2 billion for transportation infrastructure projects that improve the flow of goods to and from ports.

\$14 billion revenue bond secured by State Highway Account funds. In 2012, the Governor proposes to place on the ballot a proposal to issue \$14 billion in revenue bonds. This proposal would dedicate up to 25% of both the fuel tax revenue and the weight fee revenue deposited into the State Highway Account to secure the revenue bonds. This amount could not exceed \$1.025 billion per year. While all projects that receive funds from these revenue bonds must be included in a regional transportation plan, the projects would be selected by Caltrans and BT&H and approved by the CTC. A regional

transportation agency could propose a substitute project. These funds would also be exempt from north-south split, county share, and SB 45 funding guarantees.

Design-Build Contracting: AB 1838 would allow Caltrans, any regional transportation agency, any transportation authority created under PUC Section 180000, and Santa Clara VTA to utilize design-build contracting for any transportation project. The provisions for using design-build follow the “boiler plate” design-build language utilized by select counties and cities, as well as transit agencies. However, AB 1838 does not include a sunset date or limit design-build contract to dollar threshold.

Toll Roads & Toll Lanes: AB 1838 expands the ability for Caltrans and regional transportation agencies to enter into public/private partnerships for constructing toll lanes, HOT lanes, or toll roads. The language specifically states that these provisions should not affect the ACCMA’s ability to implement HOT lanes as provided in existing law. Unlike provisions in the ACCMA’s authority, these provisions do not allow for toll revenue to be used for mass transportation services in the toll corridor, and they do not specifically exempt bus service from the toll requirements. However, AB 1838 would allow regional transportation agencies to develop and operate bus only lanes and charge a toll for other users of the bus only lane.

SB 1024 (Perata): The Safe Facilities, Improved Mobility and Clean Air Bond Act of 2006:

Countering the Governor’s proposal, Senate President Pro Tem Perata introduced SB 1024 last year. As proposed to be amended, SB 1204 would place a \$13.125 billion bond proposal on the ballot in 2006. These funds would be used to address a wide range of infrastructure needs ranging from transportation to flood control and housing. The allocation of these funds would rely primarily on existing planning and allocation processes. While not in print, the following outlines the programs that SB 1024 would fund:

The Safe Facilities Account: \$2.250 billion

Levees and Local Flood Subvention Funds:	\$1,200 million
Transit Security Program:	\$ 500 million
Grade Separation Projects:	\$ 325 million
Local Bridge Seismic Retrofit Funds:	\$ 125 million
Port Security Grant Program:	\$ 100 million

The Improved Mobility and Clean Air Account: \$8.300 billion

Proposition 42 Repayment:	\$2,300 million
Trade Corridor Improvements:	\$2,000 million
STIP Augmentation:	\$1,500 million
State and Local Partnership Program	\$1,000 million

Hi-Speed Rail:	\$1,000 million
Port Air Quality Improvement (Moyer Funds):	\$ 400 million
EEMP Funds:	\$ 100 million

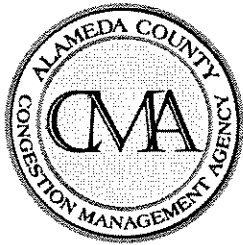
The Affordable Housing, Infill and Transit Oriented Development Account: \$2.575 billion

Affordable Housing Subsidy:	\$1,400 million
Infill Incentives and Planning Funds:	\$1,000 million
TOD Program:	\$ 400 million

Governor's Proposed Transportation Budget

- **Hydrogen Highways:** \$6.5 million in Motor Vehicle Account funds is allocated to the Air Resources Board to continue the implementation of the Hydrogen Highway. These funds would be used to help construct three fueling facilities and to leverage federal funds to purchase five hydrogen fueled buses to be used by public transit agencies.
- **State Transit Assistance:** The budget provides \$235 million for State Transit Assistance (STA), which provides operating funds for public transit operators. This is a \$35 million increase over the current year. While the "spill over" is expected to reach \$325 million in 2006-07, none of it will be deposited into the Public Transportation Account or STA. Last session the Governor and the Legislature agreed to retain the first \$200 million in spill over funds in the general fund and to divert the next \$125 million to the Toll Bridge Retrofit Program. Spill over occurs when revenues from gasoline sales tax exceeds _ percent of the sales tax generated on all taxable sales.
- **Proposition 42:** The Budget fully funds the Proposition 42 by transferring \$1.4 billion in fuel sales tax revenue from the general fund to transportation programs. This transfer will provide \$678 million for Traffic Congestion Relief Program (TCRP) projects, \$582 million for STIP projects and \$146 million for the Public Transportation Account. Pursuant to prior funding agreements cities and counties are not scheduled to receive a Prop 42 allocation for local streets and roads in 2006-07 and 2007-08.
- **Prop 42 Loan Repayments:** The budget proposes to use \$920 million in general fund revenue to partially repay one year early Prop 42 loans made to the general fund. The repayment plan would allocate \$582 million to STIP projects, \$410 million to TCRP projects, and \$255 million would be split between cities and counties for local street and road maintenance projects. No funds would be used to repay the Public Transportation Account and State Transit Assistance.

- **New federal funds:** The budget estimates that SAFETEA-LU will provide California an additional \$975 million in transportation funds in the current budget year and in the 2006-07 fiscal year.
- **Tribal Gaming Bonds:** Litigation continues to hold-up the sale of \$1 billion in bonds financed by the new tribal gaming compacts. In the event that these bonds are sold an additional \$465 million would be deposited into the State Highway Account, \$290 million would be available for TCRP projects, and \$122 million would be allocated to Public Transportation Account for transit capital projects, and cities and counties would split \$122 million for local streets and roads.
- **High-Speed Rail Authority:** The budget provides \$1.3 million to continue the operations of the Authority. The Governor also proposed to indefinitely postpone the vote on the \$9.9 billion High-Speed Rail Bond Act that is currently on the November 2006 ballot.



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*February 7, 2006
Agenda Item 4.6*

Date: January 30, 2006
To: ACTAC
From: Diane Stark, Senior Transportation Planner
Subject: Lifeline Transportation Program

Discussion

The Call for Projects for the Lifeline Transportation Program will be issued March 1, 2006. The purpose of the Lifeline Transportation Program (LTP) is to fund projects that result in improved mobility for low-income residents. As requested, attached are sample projects that may be eligible for the program and program fund requirements. Alameda County's Lifeline Transportation Program budget includes approximately \$1.1 million in Congestion Mitigation Air Quality Improvement (CMAQ) funds, \$2 in State Transit Assistance (STA) funds, and an estimated \$1.8 million in JARC funds. With MTC's current estimate of JARC funds for Alameda County, a total of \$4.9 million will be available for the Alameda County Lifeline Transportation Program.

JARC Funds

The total JARC funds available for the Bay area are \$7,964,535. MTC has provided Alameda County a preliminary estimate of \$1.8 million available in JARC funds for the Lifeline Transportation Program. The actual amount is pending concurrence from FTA.

Workshop and Schedule

An Alameda County/Contra Costa County/MTC pre-proposal workshop will be held at MTC on February 14th at 9:30. A flyer is attached. The program schedule has been adjusted to allow time for the committees and Board to review the draft program of projects in June 2006. Funds are expected to be available in December 2006.

CMA & ACTIA Joint Administration of Program

MTC has designated the CMA and ACTIA to administer the three-year funding cycle for the Lifeline Transportation Program. The Program will address transportation needs of low income people in areas that have developed a Community Based Transportation Plan, Welfare to Work Plan or other documented assessment of needs. The Boards of CMA and ACTIA approved joint

administration of the program in June 2005, with CMA administering capital projects and ACTIA administering operating and programs projects.

Schedule

MTC has established a schedule for programming the Lifeline funds. CMA staff adjusted the committee and board review portion of the schedule to allow time to review the draft program of projects in June, the final projects in July, while still allowing adequate time for MTC to receive the recommended program of projects to amend into the TIP in October 2006.

Alameda County Lifeline Transportation Fund Program Schedule

January 2006	Pre-proposal workshop (combined Alameda County & Contra Costa County)
March 1, 2006	Call for Projects
March 15, 2006	Workshop for Applicants
<i>April 28, 2006</i>	<i>Application Deadline</i>
May 24, 2006	Projects reviewed by staff and review team
June 2006	Preliminary Projects to CMA & ACTIA committees and Boards
June 2006	Deadline to submit Resolution(s) to County and/or ACTIA
July 2006	Project List to CMA & ACTIA Boards
August 2006	ACCMA & ACTIA submit recommended projects to MTC
September 2006	Draft Funding Agreements
October 2006	TIP amended for JARC and CMAQ projects, Final Program Approved by ACCMA & ACTIA Boards, and Funding Agreements Executed

Projects Eligible for Consideration

The program has been established to fund projects that result in improved mobility for low-income residents of Alameda County. Low income residents are defined by the Metropolitan Transportation Commission (MTC) in their Equity Analysis of the Transportation 2030 Report as those areas with 30% of the population living at less than twice the federal poverty level. These areas include South Hayward, Ashland and Cherryland areas of unincorporated Alameda County, South and West Berkeley, West and East Oakland and portions of Alameda. Applications from other areas must include submittal of data to support that they meet this criteria.

A sample list of eligible projects follows:

The following table includes some of the major eligible project/program types. For additional information, including additional eligible projects/programs, consult the funding source program guidelines or contact Therese Knudsen at MTC by e-mailing tknudsen@mtc.ca.gov or calling 510.817.5767.

Potential Project	JARC (Employment Related)	STA	CMAQ (Air Quality Related)
New Fixed Route	Yes	Yes	Yes—must demonstrate air quality benefits, limited to 3 years
Service Expansion	Yes	Yes	Yes—must demonstrate air quality benefits, limited to 3 years
Restore previously discontinued fixed route service	Yes	Yes	No
New Bike Path	Yes	No	Yes
Pedestrian improvements	Yes	No	Yes
Purchase public transit vehicles	Yes	Yes	Yes, if for new service
Purchase of vehicles for use by entity other than public transit provider (vans, buses)	Yes, if otherwise eligible recipient of JARC funds	Yes, if available for use by general public	No
Fund auto loans, auto education programs, auto repair programs	Yes	No	No
New shuttle service	Yes	Yes, if available for use by general public	Yes
Taxi voucher/Guaranteed ride home programs	Yes	Yes, if available for use by general public	No
Carpool/vanpool programs	Yes	No	Yes
Purchase of technology (i.e. GPS, other ITS applications)	Yes	Yes	Yes
Purchase of other capital projects such as bus benches, shelters	Yes	Yes	Yes
Mobility Manager (staff to coordinate social service transportation programs)	Yes	No	Possibly
Transit Subsidy	May be used for purchase of transit vouchers by appropriate agencies for welfare recipients and low-income individuals, May not be used to fund purchase of individual transit passes	Limited application subject to statutory requirements.	If part of "Spare the Air" Campaign

Lifeline Transportation Program Eligibility Policies

The Lifeline Transportation Program funds may be used for innovative and flexible projects that address transportation barriers of low income residents of Alameda County. These may be either capital, operating or programs. Inter-county projects may also be funded, if two or more counties wish to jointly plan for and fund such a project. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered. The program funds community based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP), countywide or regional Welfare-to-Work Transportation Plan, or are otherwise based on a documented assessment of needs within the designated communities of concern as identified in the 2005 Regional Transportation Plan Equity Analysis. A list of all communities identified through this analysis, and those subject to community-based planning is included as Attachment A in the Program Guidelines. Findings emerging from one or more CBTPs may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Improve a range of transportation choices by adding a variety of services including but not limited to: new or enhanced fixed route transit services, restored fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, or capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects.

Eligible Projects for Program's Fund Sources

The Lifeline Transportation Program is funded by three sources: JARC, STA and CMAQ. Each of these sources has different eligibility requirements. CMA will work with MTC to determine which projects best match the available funds. The fund requirements follow:

JARC Eligibility Information:

Eligible Projects: JARC grants may finance capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with nontraditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible low income individuals; and promote use of employer-provided transportation including the transit pass benefit program. Demand responsive or guaranteed ride home programs may also be funded. JARC funds may be used for continuation of previously funded JARC projects.

Ineligible JARC projects: JARC funds may not be used for planning or coordination of activities. While marketing and promotion of transit pass programs are eligible expenses, JARC funds may not be used for funding individual transit passes. Nor is the construction of child care centers and other employment support facilities at transit hubs eligible for JARC funds.

CMAQ Eligibility Information:

Eligible Projects: Lifeline Program projects eligible for CMAQ funds must demonstrate that they will result in reduced air emissions and will be sustainable beyond the grant period. Operating assistance includes all costs related to ongoing provision of new transportation service that will benefit low-income areas, including, but not limited to, labor, administrative costs and maintenance. Operating assistance is limited to new transit services and new or expanded transportation demand management strategies. Operating assistance is limited to three years.

CMAQ funds may be used to subsidize regular transit fares, but only if the reduced or free fare is part of an overall program for preventing exceedances of a national air quality standard during periods of high pollutant levels.

Capital projects can be funded for establishment of new or expanded transportation projects that help reduce emissions and benefit low-income persons. Construction of bicycle and pedestrian facilities may be funded if they are located in low-income areas.

Ineligible CMAQ projects: Routine maintenance of existing highways and transit facilities are ineligible projects for CMAQ funds. Projects that do not result in reduced air emissions. Ongoing projects (unless they are an expansion of a previously funded transportation demand management strategy).

STA Eligibility Information:

Eligible Projects: STA funds may be used for public transportation purposes, and may be used either for capital or operating expenses.

Examples of projects that may be funded with STA funds include new or expanded fixed route services, shuttle or vanpool services, or children's transportation programs. Auto-related projects are not eligible to be funded with STA funds. STA funds can be used for new projects, or to continue existing projects currently funded with STA funds. STA funds may also be used, in part, to meet the JARC match requirement.

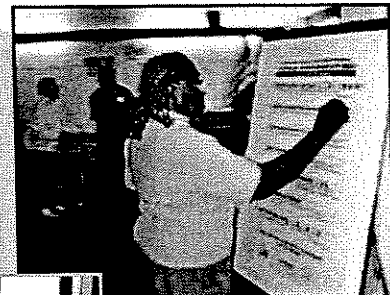
Ineligible Projects/Programs for all funding sources include:

- Routine maintenance
- Planning studies, such as Bicycle or Pedestrian Plans

Funding Match Requirement

MTC Guidelines and the fund requirements require a minimum 20% match from the project sponsor and 50% match for JARC-funded operating projects.

You are invited to attend an Informational workshop on the Lifeline Transportation Program



Lifeline Transportation Program — Informational Workshops

What: An informational workshop to learn about the Lifeline Transportation Program, as well as an upcoming funding opportunity for transportation improvements in low-income communities in the Bay Area.

Who: Lifeline stakeholders — the Metropolitan Transportation Commission, county congestion management agencies, transit operators, and potential funding applicants, such as public agencies and community based organizations.

When/Where:

Santa Clara County

February 1, 2006 11:30 a.m. – 1:30p.m.
Santa Clara County
1555 Berger Drive (building #2 auditorium), San Jose CA

Alameda and Contra Costa Counties

February 14, 2006 9:30 a.m. – 11:30 a.m.
Lawrence D Dahms Auditorium (MTC)
101 Eighth Street, Oakland CA

San Francisco County

February 14, 2006 2:00 p.m. – 4:00 p.m.
San Francisco Transportation Authority Offices
100 Van Ness Avenue, 25th Floor, San Francisco CA

Solano and Napa Counties

February 16, 2006 9:30 a.m. – 11:30 a.m.
Vallejo City Hall
555 Santa Clara Street, Vallejo CA

San Mateo County

February 22, 2006 2:30 p.m. – 4:30 p.m.
San Mateo County
455 County Center, room 101, Redwood City CA

Sonoma and Marin Counties

To Be Determined



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

January 20, 2006

Dear Friend of Bay Area Transportation:

You are invited to attend an informational workshop on the Lifeline Transportation Program, which supports community-based transportation projects that benefit the region's low-income residents. The workshops will provide background information about the Lifeline Program, as well as highlight an upcoming funding opportunity for transportation improvements in the Bay Area's low-income communities.

MTC — working with our county partners — the Congestion Management Agencies*, as well as the nonprofit organizations Urban Habitat and the Transportation and Land-Use Coalition — will be hosting the workshops. Interested public agency and local nonprofit staff are encouraged to attend and learn how to apply for Lifeline funding, ask questions and offer input on how this critical program should move forward. Meetings are scheduled as follows, and are accessible by public transportation.

County	Date	Time	Location
Santa Clara	February 1	11:30am – 1:30 pm	Santa Clara County 1555 Berger Drive (building #2 auditorium), San Jose
Alameda & Contra Costa	February 14	9:30am – 11:30 am	MTC Auditorium 101 8 th St., Oakland
San Francisco	February 14	2:00pm – 4:00pm	San Francisco Transportation Authority Offices, 100 Van Ness Ave., 25 th Floor, San Francisco
Solano & Napa	February 16	9:30am – 11:30am	Vallejo City Hall 555 Santa Clara Street, Vallejo
San Mateo	February 22	2:30pm – 4:30pm	San Mateo County 455 County Center, room 101 Redwood City
Sonoma & Marin	To be determined		

Jon Rubin, Chair
San Francisco Mayor's Appointee

John McLennan, Vice Chair
Cities of Santa Clara County

Tom Ammiano
City and County of San Francisco

Irma L. Anderson
Cities of Contra Costa County

Tom Asanbrado
U.S. Department of Housing and Urban Development

James T. Beall Jr.
Santa Clara County

Bob Blanchard
Sonoma County and Cities

Mark DeSaulnier
Contra Costa County

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Michael D. Nevin
San Mateo County

Bijan Sartipi
State Business, Transportation and Housing Agency

James P. Spering
Solano County and Cities

Pamela Tortiati
Association of Bay Area Governments

Shelia Young
Cities of Alameda County

Steve Heninger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

*Santa Clara County Social Services Agency and the Alameda County Transportation Improvement Agency are also participating in hosting the workshops in their respective counties.

MTC looks forward to working with our transportation, social service and nonprofit partners to enhance access to transportation for the Bay Area's under-served communities. Please contact MTC's Therese Knudsen with questions (510.817.5767 or tknudsen@mtc.ca.gov)

Sincerely,



Therese W. McMillan
Deputy Executive Director, Policy

J:\PROJECT\Lifeline Workshops Feb 06\2006LifelineWorkshopInvite_1.doc